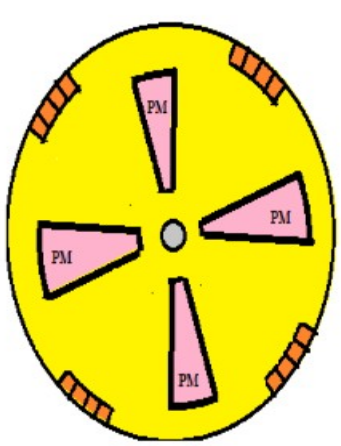
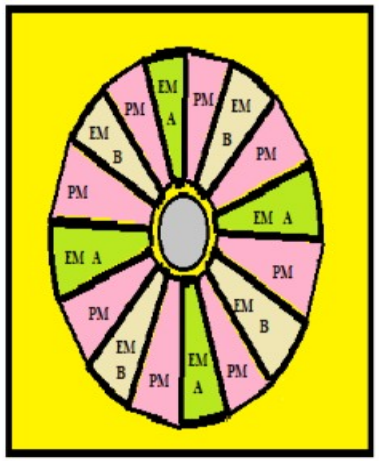
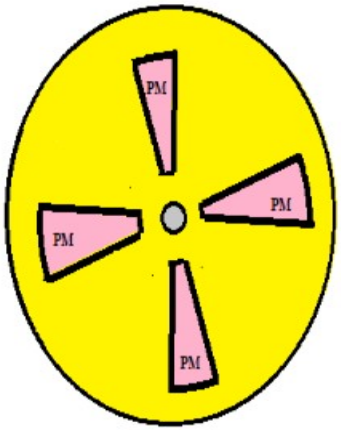


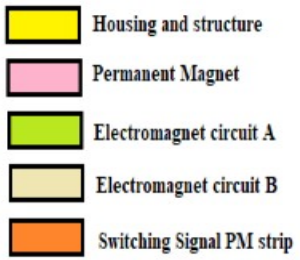
Rotor One

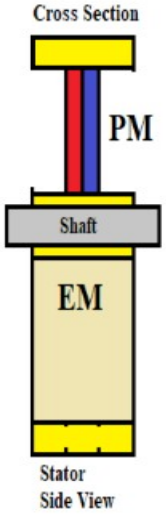


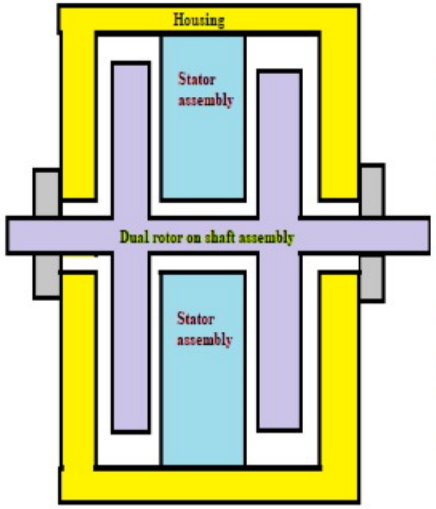
Stator



Rotor two







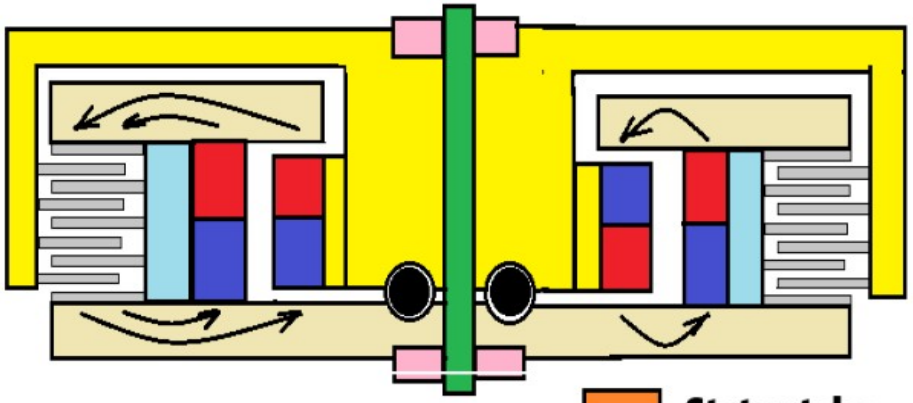
Five to one PM to EM Torque Motor Jay Lunke Oct. 12, 2020

This motor design to date is the best Three Layer ELectro-mechanical Movement Motor I have designed to date. This new technology uses more torque from permanent magnets than electromagnets in producing rotation of the motor. The motor has two all permanent magnet rotors and one stator assembly populated with 50% permanent magnets and 25% on an electromagnet circuit A opereating at a 25% duty cycle and a second electromagnet circuit B operating at a 25% duty cycle. But that is not all, the motor is powered with a modified Tank circuit using steering diodes to capture the back EMF in the circuit to be used again in the next power cyce of the electromagnet circuit. I have already posted this information. You can also find information on this new technology in my book "A free gift that may be overunity or free energy to the world".

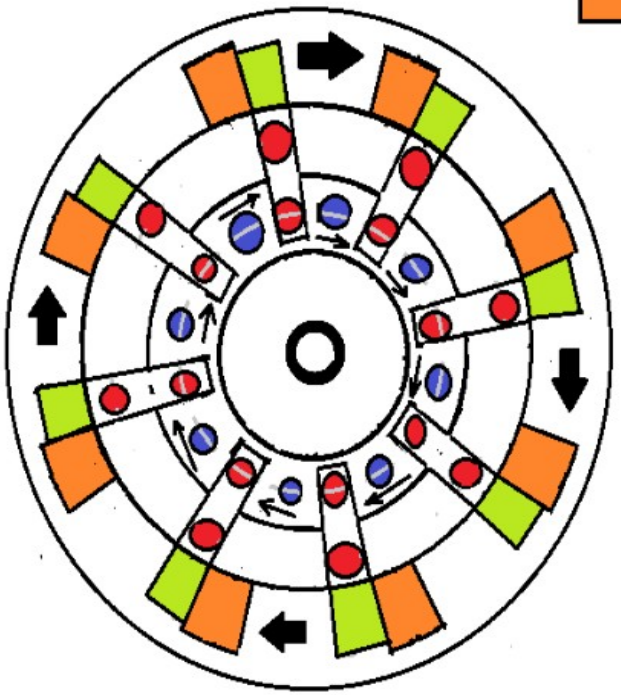
Note that the electromagnets are wider than the permanent magnets in the stator assembly. THis is a must because the power of the electromagnet needs to over power the permanent magnet in the stator assembly in order for this motor to work. See the Stator side view. Using a motor that has most of its torque from permanent magnets and recapturing electrical energy from back EMF should push the system into OV status.

Permanent Magnet Core Attraction Motor

Jay Lunke 9-5-2023

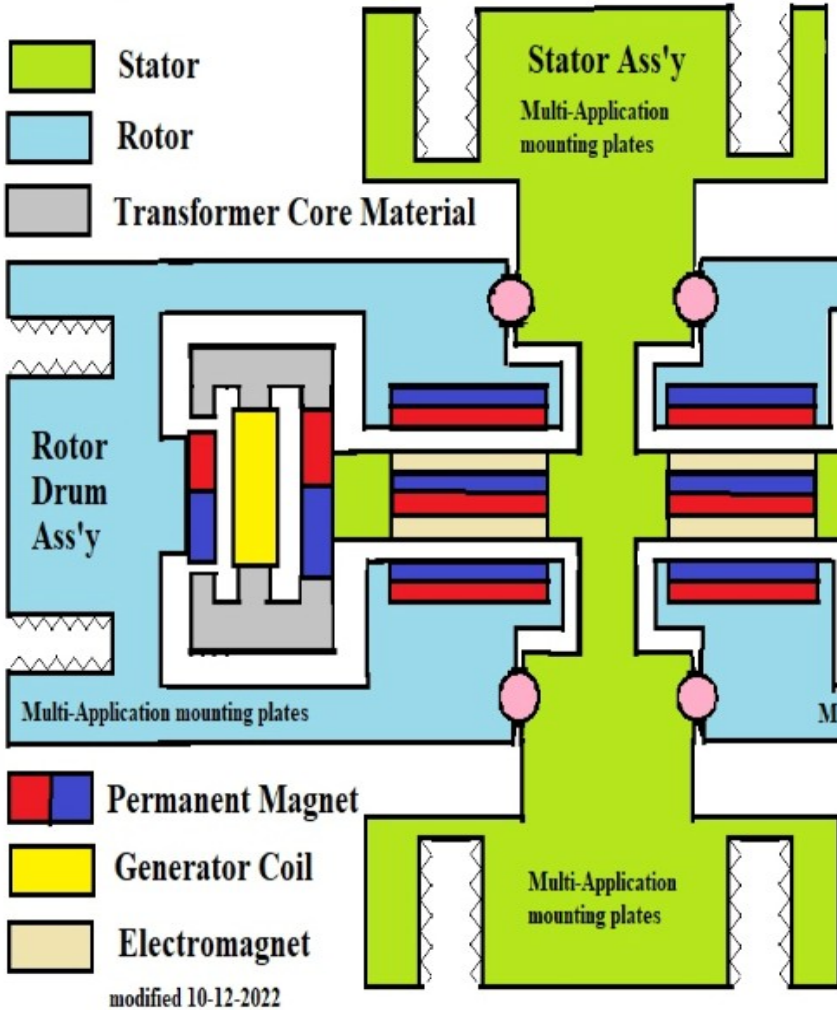


Permanent Magnet
Core Material
Stator Housing
Shaft
Bearing
Rotor Housing
Stator tabs
Rotor tabs



The idea is to create a motor that offsets the magnetic affects in the device for constant rotation. Permanent magnets have both attraction and repulsion that even out the to zero force for rotation of a motor device. Now a core material has attraction and no repulsion in a magnetic field, Core material has no magnetic characteristics outside a magnetic field. This device is an attempt to have the permanent magnets changing the gap magnetic field during the rotation. The core tabs are placed in a position to be attracted into the gap only when the permanent magnets are in position to do so.

Multi-Application OU Motor Generator Combo Device



modified 10-12-2022

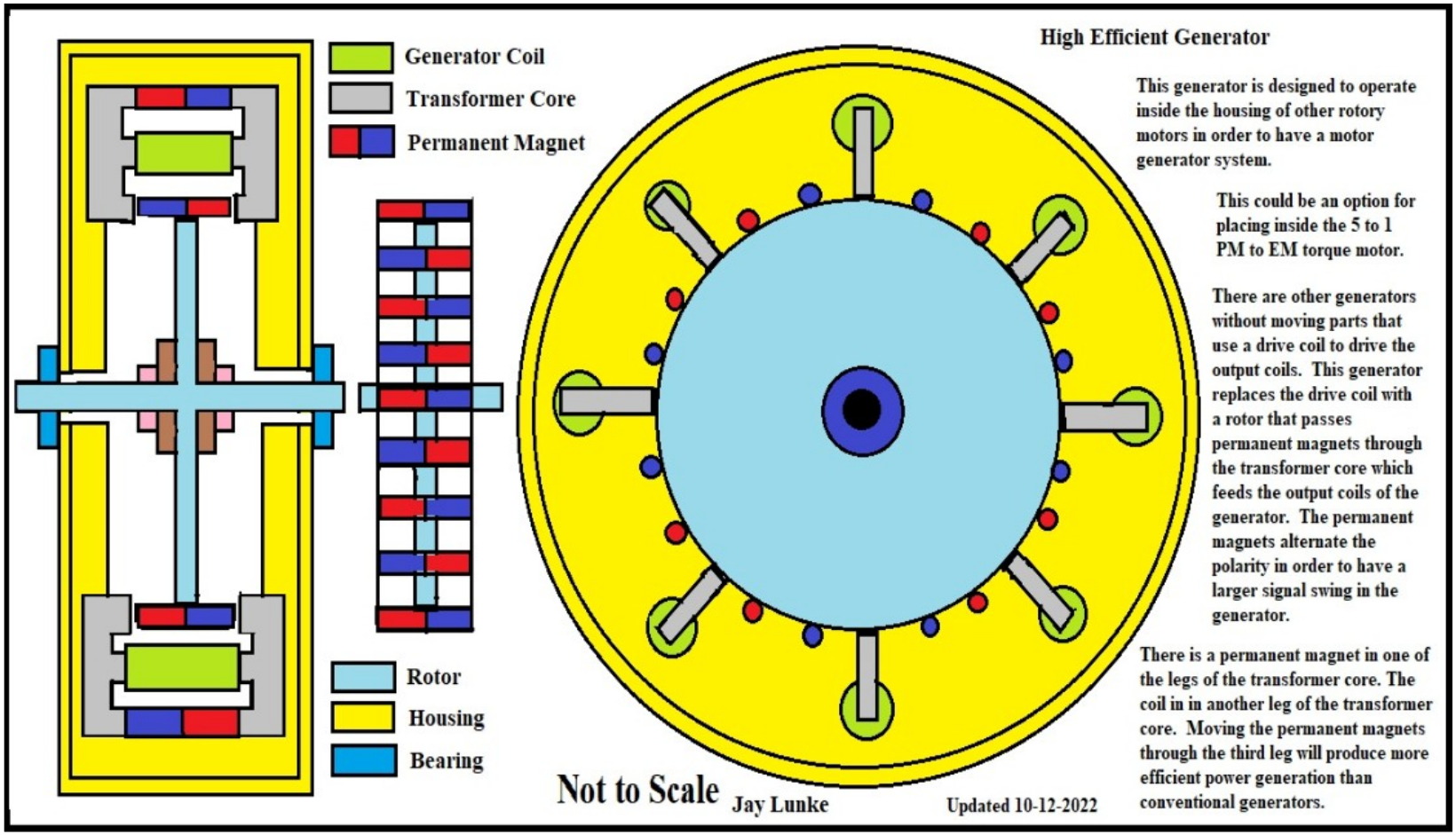
This Device creates a system that uses three potential overunity technologies into one system for Multiple functions. The stator has the main part of the generator so that the coils can have a solid connection to the electrical circuits. The magnets on the rotor drum alternate the dirrction of the permanent magnets going through the transformer core material to maximize the peak to peak values in the generator.

So the generator is the first potential OU device in this design. The five permanent Magnets to one electromagnret ratio disk motor assembly is the second potentual OU device in the device. The stator is populated with 50% permanent magnets and 25% electromagnets on circuit one operating at a 25% duty cycle and 25% electromagnets on circuit two operating at a 25% duty cycle. The drum assembly wraps around the stator assembly to create two rotors moving across the stator assembly.

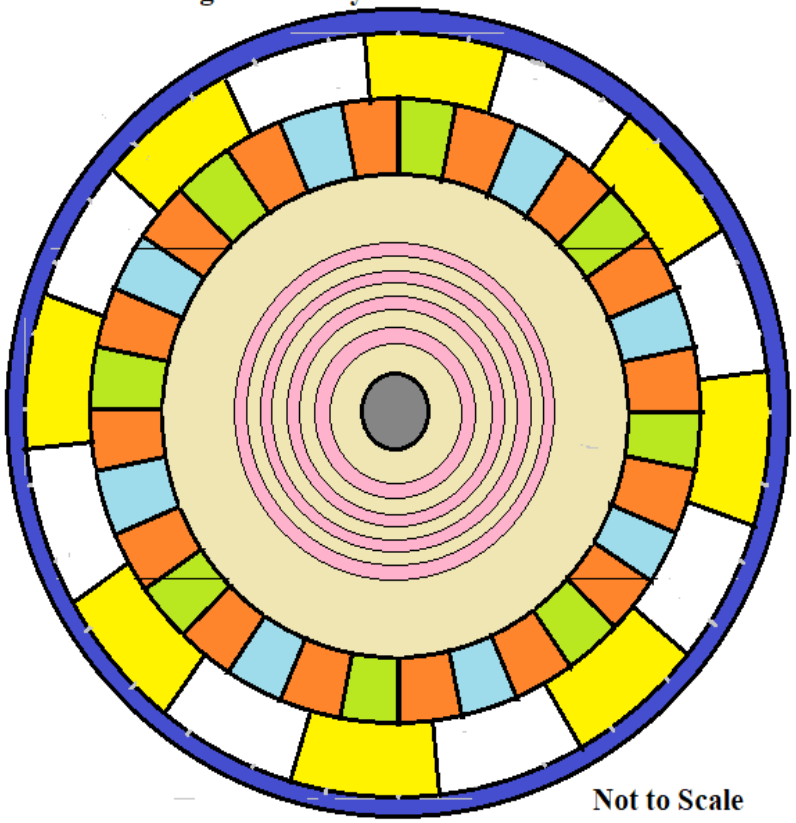
The third potential OU device is the power driver being a modified tank circuit circuit with steering diodes that captures the back EMF current and uses it in the following power cycle from the tank circuit.

With the three potential OU devices, the system should achieve OU status. With OU status, the device will not need external energy except upon start up of the device. A starter switch may need to be in the system to draw inital power from the start the device. After the device is operating, it should have enough power to put back the electrical energy it used during start up.

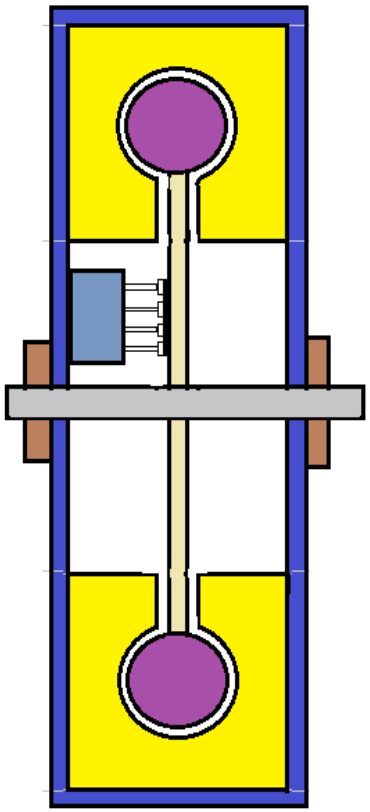
With the rotor drums accepting hardware like propeller blade, drones, flying vehicles, boat motors and many other applications can take advantage of these.


High Efficient Generator
Generator Coil
Transformer Core
Permanent Magnet
Rotor
Housing
Bearing
This generator is designed to operate inside the housing of other rotory motors in order to have a motor generator system.
This could be an option for placing inside the 5 to 1 PM to EM torque motor.
There are other generators without moving parts that use a drive coil to drive the output coils. This generator replaces the drive coil with a rotor that passes permanent magnets through the transformer core which feeds the output coils of the generator. The permanent magnets alternate the polarity in order to have a larger signal swing in the generator.
There is a permanent magnet in one of the legs of the transformer core. The coil in in another leg of the transformer core. Moving the permanent magnets through the third leg will produce more efficient power generation than conventional generators.
Not to Scale
Jay Lunke
Updated 10-12-2022

Flow Through Three Layer Electromechanical Motor



Not to Scale



The rotor has the electromagnets on this flow through motor design because the electromagnets use less wire to build them making this design more efficient because of less power requirements. Each electromagnet circuit circuit operates at a 25% duty cycle. The Permanent magnets can take on several shapes that reduce the manufacturing cost. This is only one of them.

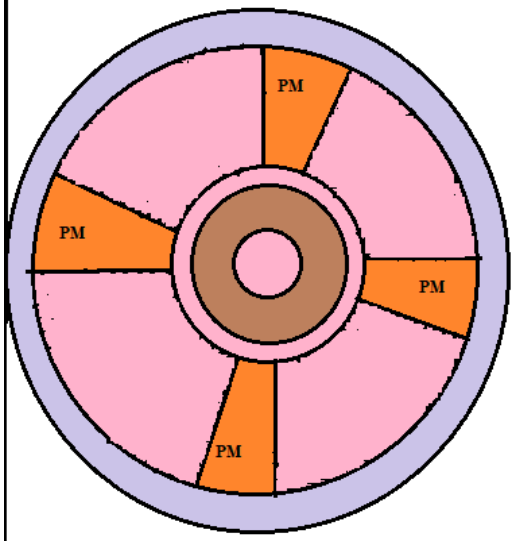
- Stator Permanent Magnets
- Rotor Permanent Magnets
- Electromagnet Circuit One
- Electromagnet Circuit Two
- Rotor Disk
- Contact Strips for EMs
- Housing
- Contact assembly

Jay Lunke modified 12-7-20

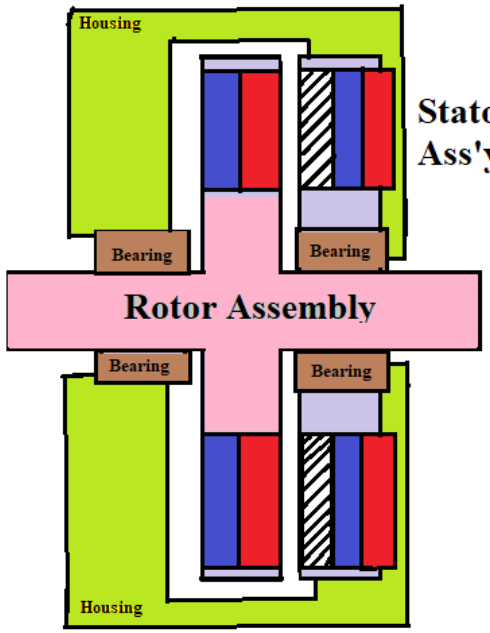
Three Layer Disk Magnetic Motor

Motor has 3 to 1 PM to EM torque ratio

Torque is from three permanent magnets to one electromagnet

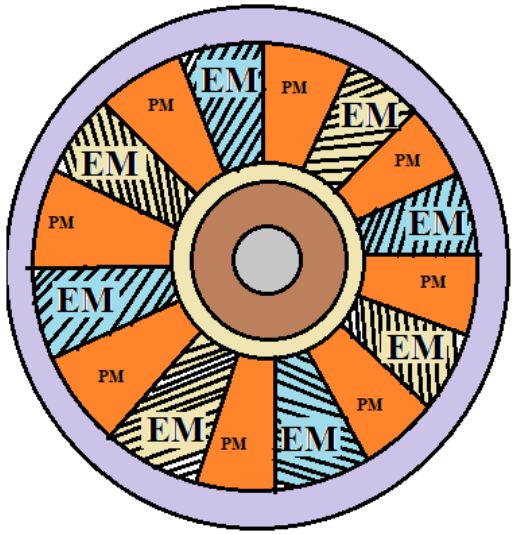


Rotor Assembly



Stator Ass'y

Cross section



Stator Assembly

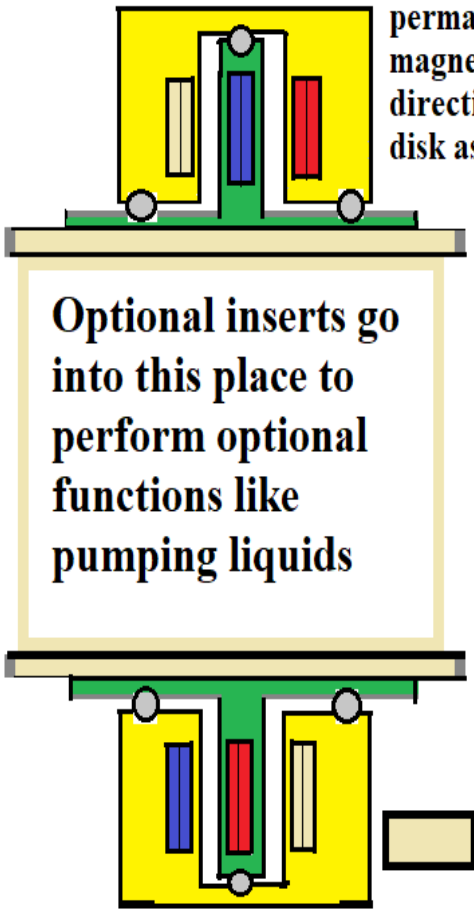
Electromagnetic circuit One 25% duty cycle

Electromagnetic circuit two 25% duty cycle

Find full discription of three Layer Technology in book "A free gift that may be over unity or free energy to the world"

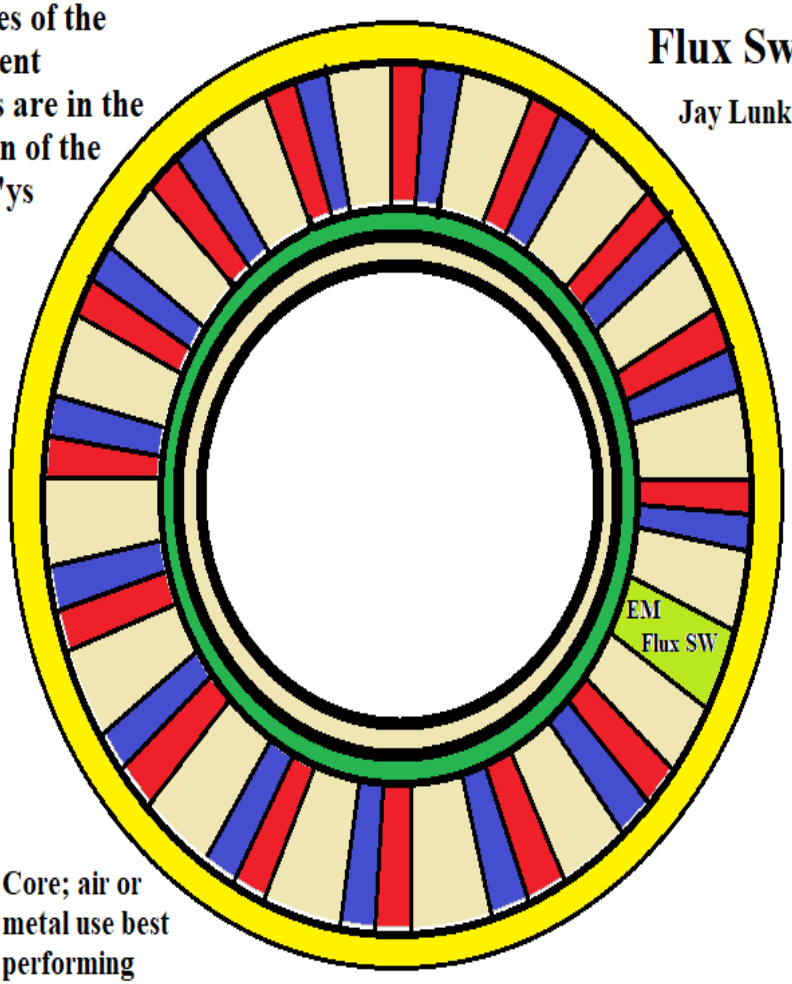
Flux Switch Pump Motor

Jay Lunke 3-17-2021 modified 6-6-22



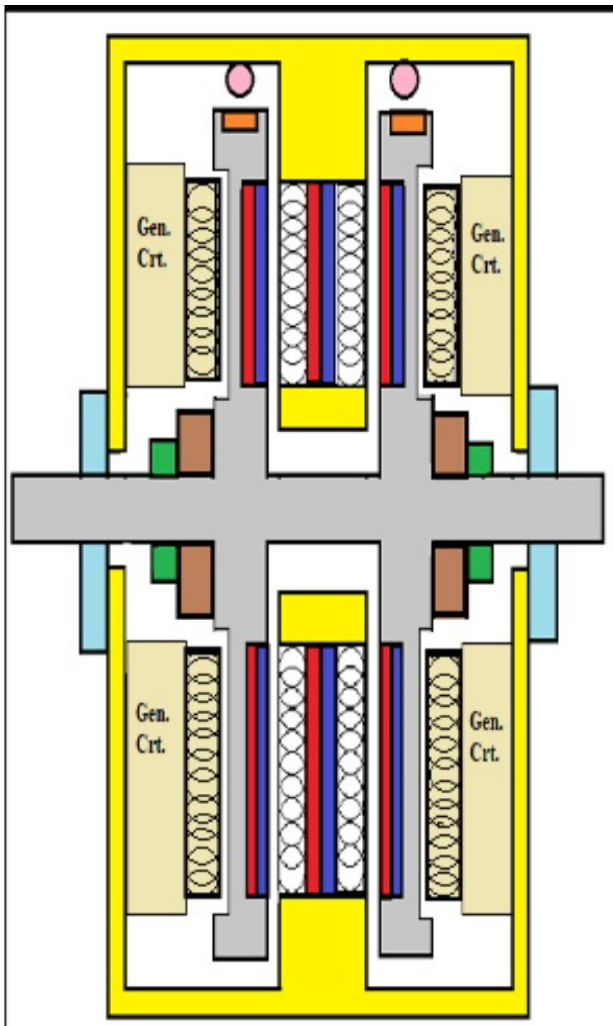
The poles of the permanent magnets are in the direction of the disk ass'ys

Optional inserts go into this place to perform optional functions like pumping liquids



Core; air or metal use best performing

These are cross sections of the motor pump. The flux switch is in the stator assemblies. The PMs in the stator assemblies have core material between the permanent magnets in order to support the one large flux ring that does not operate with the rotor permanent magnets for 50% of the time. The EM switches alternate between the stator assemblies in order to produce a constant torque on the rotor assembly. So two EMs operating at a 50% duty cycle controls all of the permanent magnets in this motor.



Five to One PM to EM torque motor generator combo

Uses Three Layer Electromagnetic Movement technology

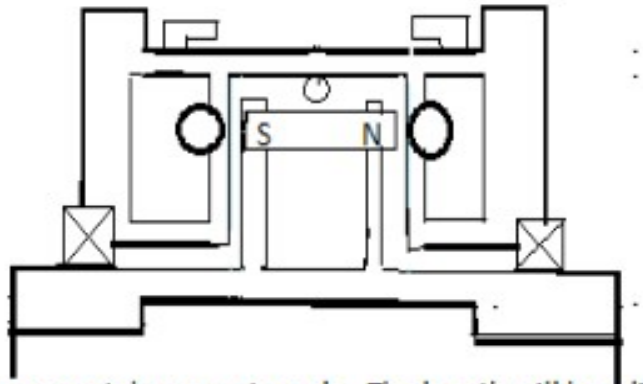
Both Rotors and 50% of stator use permanent magnets, 25% of stator uses electromagnet circuit 1 at 25% duty cycle and EM circuit 2 at 25% duty cyc

The generator can be added to this design to operate from the backside of the rotor magnets. This generator is a conventional design and will need a gerator circuit to process the currents coming from the generator coils. Having the generator inside the motor housing and using the rotor magnets will reduce system cost and consumer cost.

- Switching Permanent Magnet Strip
- Reed switch or optional optical switching
- Support Structure for disk ass'y
- Housing and structure assembly
- Dual Rotor and shaft assembly
- Flange Bearing Assy (Plastic)
- Shaft Collar
- Permanent Magnet
- Electromagnet Circuits 1 and 2
- Generator Circuit

Jay Lunke Oct. 26, 2020

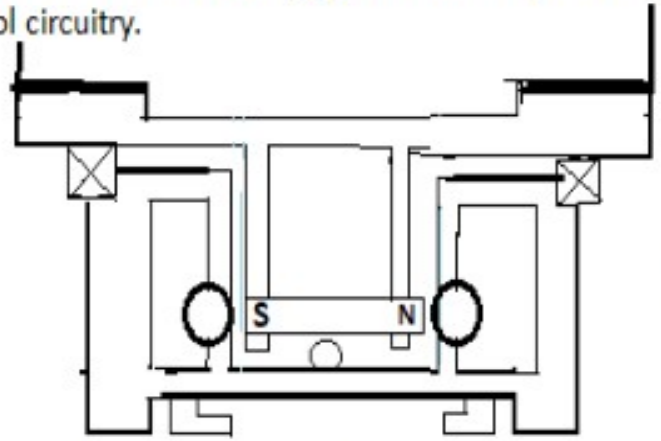
Motor Assembly does not show air cooling vents or holes in this drawing.



Hubs at both ends with a hollow channel through the center of the motor provides several options for the motor

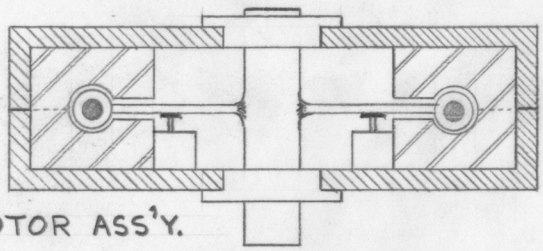
These drawings are not drawn up to scale. The length will be different The distance between the rotor magnets and the flux channels in the middle of the motor can be as small as 1.5 inches. two inches is better. The motor control circuitry will be external

The circles attached to the housing by the rotor magnets are pick up coils for the motor control circuitry.



Hub has holes in it for several options of addaptors

Housing at both ends of motor has holes in them for several mounting options

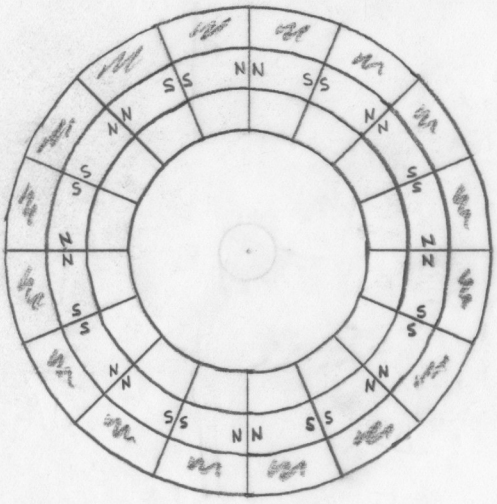


MOTOR ASS'Y.

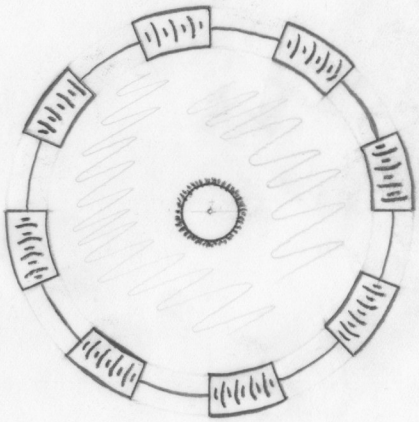
PERMANENT MAGNET

HOUSING ASSEMBLY

ELECTRO-MAGNET



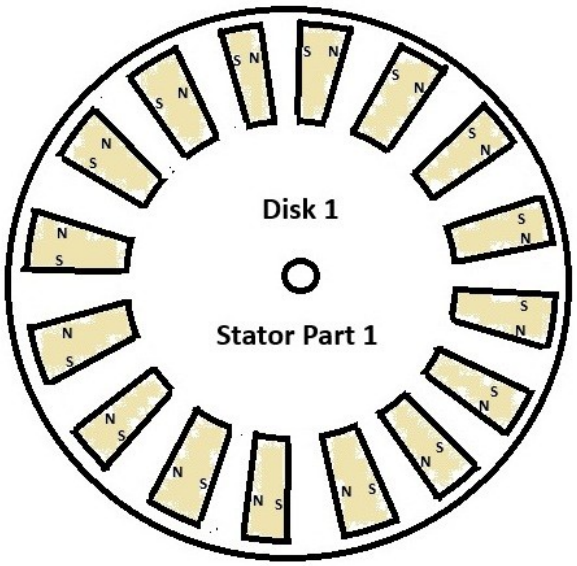
PERMANENT MAG. RING ASS'Y

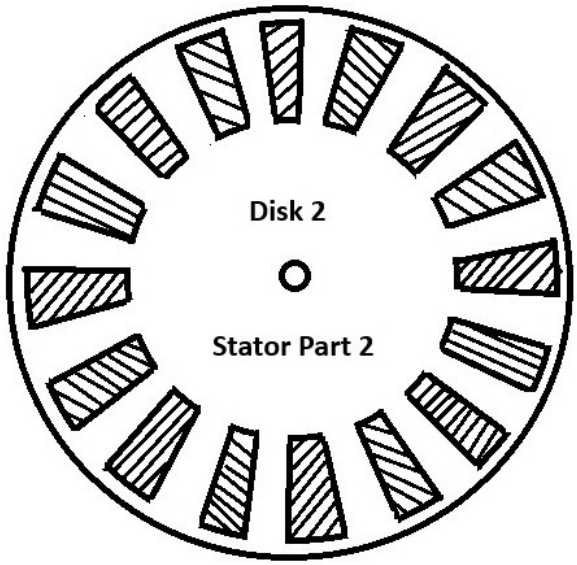


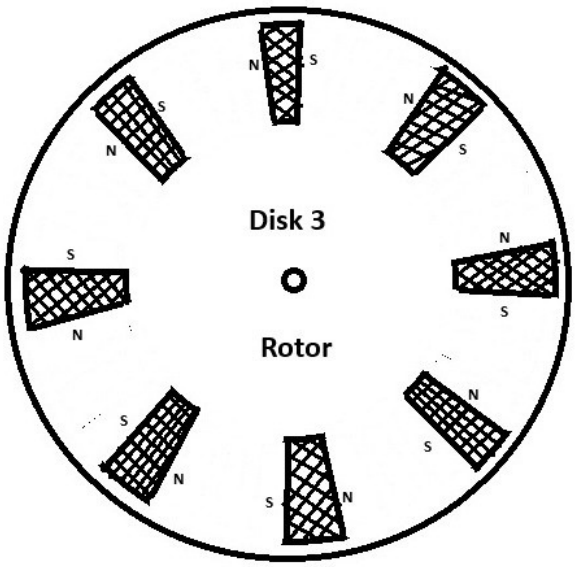
ELECTRO-MAGNETIC DISC. ASS'Y.

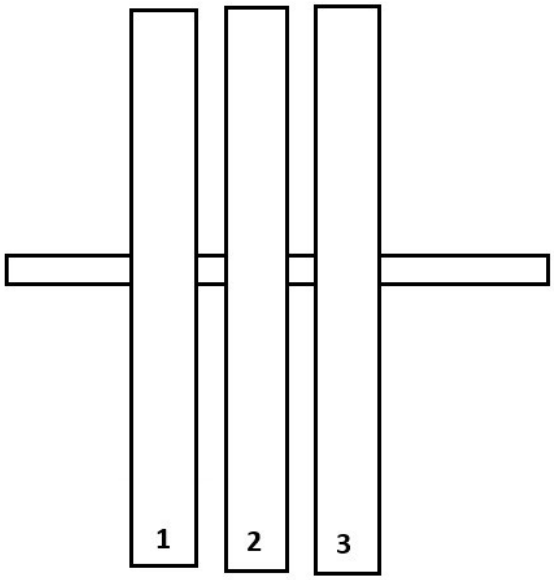
FIGURE 1000 | BASIC FLOW THROUGH MOTOR

DOCUMENT NUMBER 543A JAY LUNKE









Disk Assemblies

This drawing shows the 4 segment set of the Three Layer Electromechanical Movement Technology

The disk allows for more area of interaction between the rotor and stator assembly creating an option with more torque

The layers 1 and 2 can be combined into one disk assembly that will generate even more torque in the motor assembly

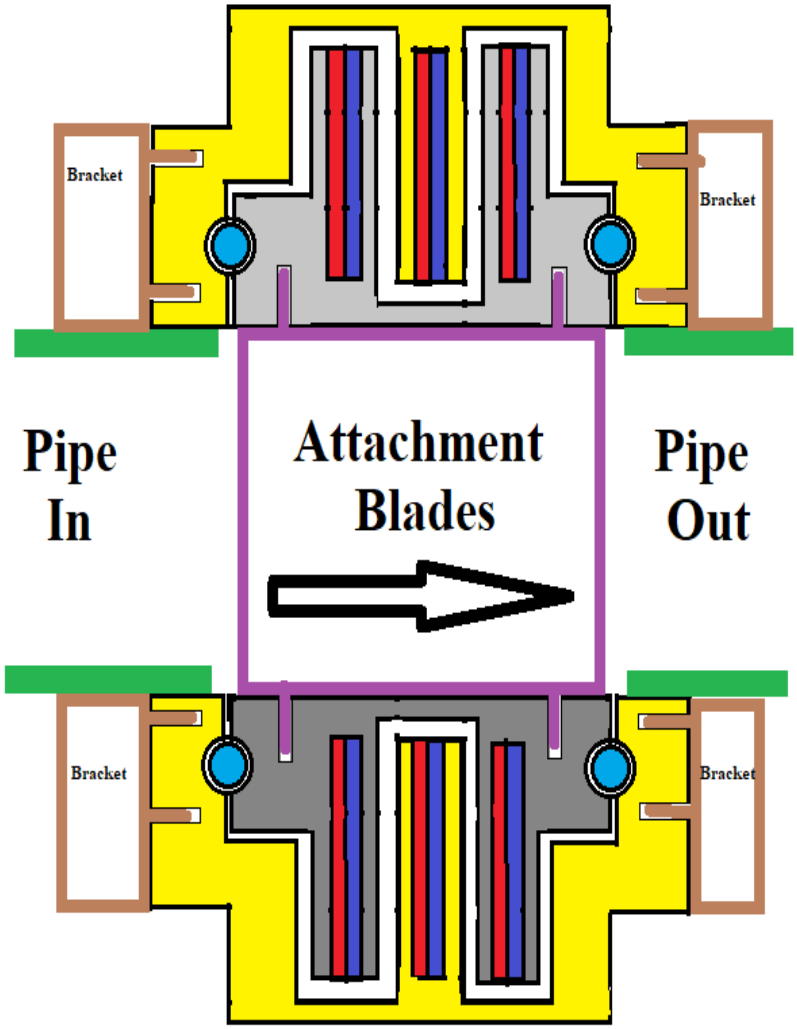
Permanent Magnet Stator

electomagnet circuit 1

Electromagnet circuit 2

Permanent Magnet Rotor

Jay Lunke July 1, 2026



High Efficiency Flow Motor

Incorperating 5 to 1 PM to EM Torque Ratio

This motor design shows that the Three Layer Eletromechanical Movement Technology has far reaching design potential. This motor has the four segment movements the same as the other motors using this technology. This means the two elctromagnets operate at a 25% duty cycle and the motor has forward torque throughout the full 360 degrees of rotation. Also the modified tank circuit with steering diodes will operate this motor. These two design features should be so efficient that it should reach overunity levels.

This motor design has several mounting holes to accomidate several different attachments in order to allow this motor design to be used in more applications for it.

This drawing does not show all of the parts in this design for a production build of the gaskets to seal it from the leaks of the flowing liquid. THe intent of the drawing is to demonstraight the flexability in the designs possible with the technology.

Jay Lunke Oct. 17, 2020

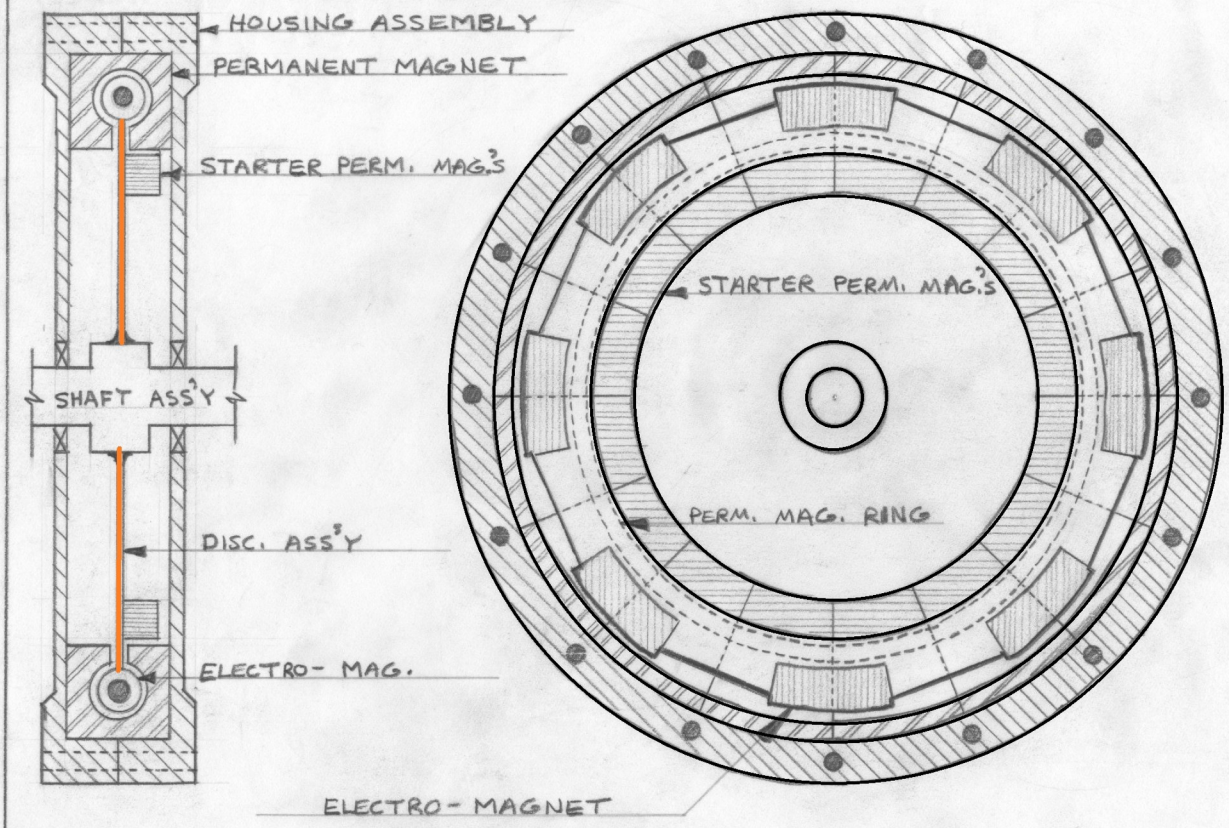


FIGURE 1014 | EXAMPLE OF START UP CORRECTION ASSEMBLY
DOCUMENT NUMBER 543 A JAY LUNKE

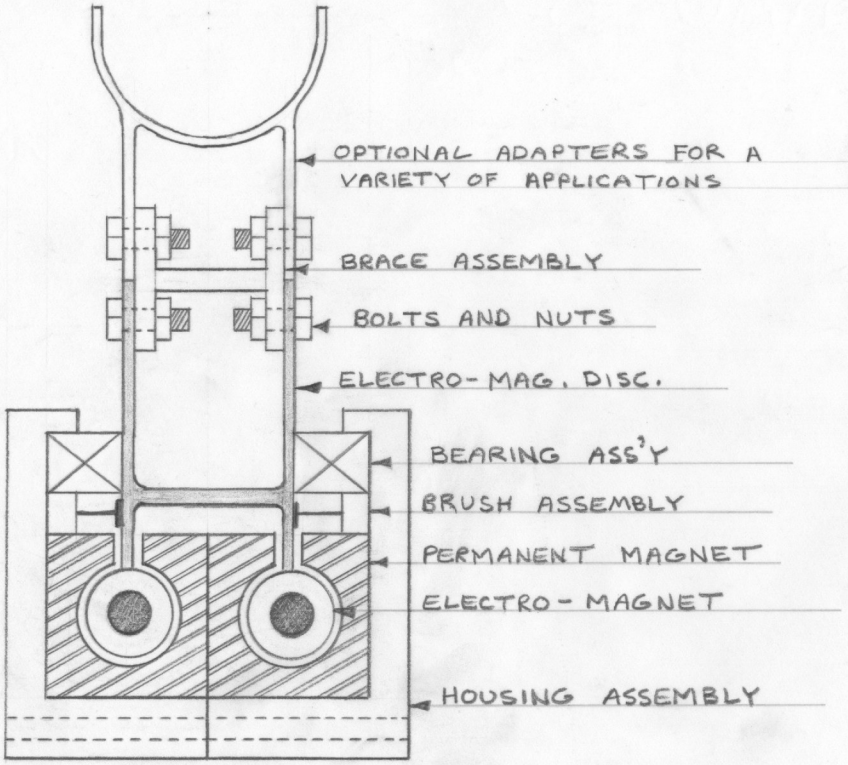


FIGURE 1015 | OUTER CIRCUMFERENCE FLOW THROUGH MOTOR
DOCUMENT NUMBER 543 A JAY LUNKE

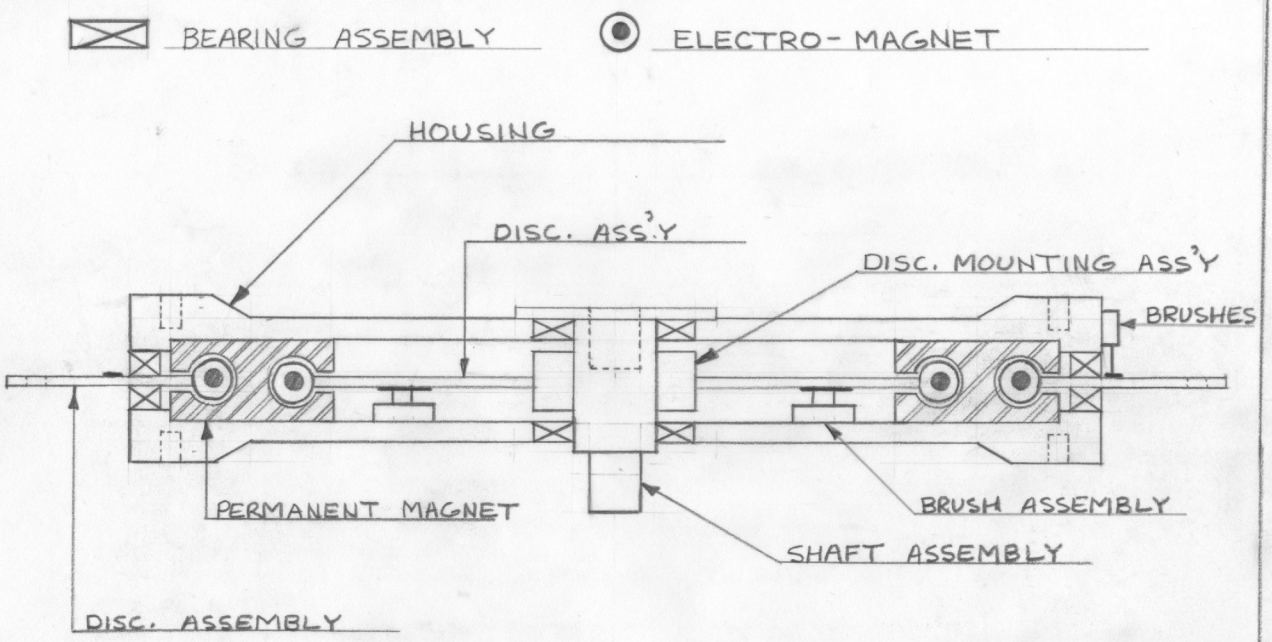
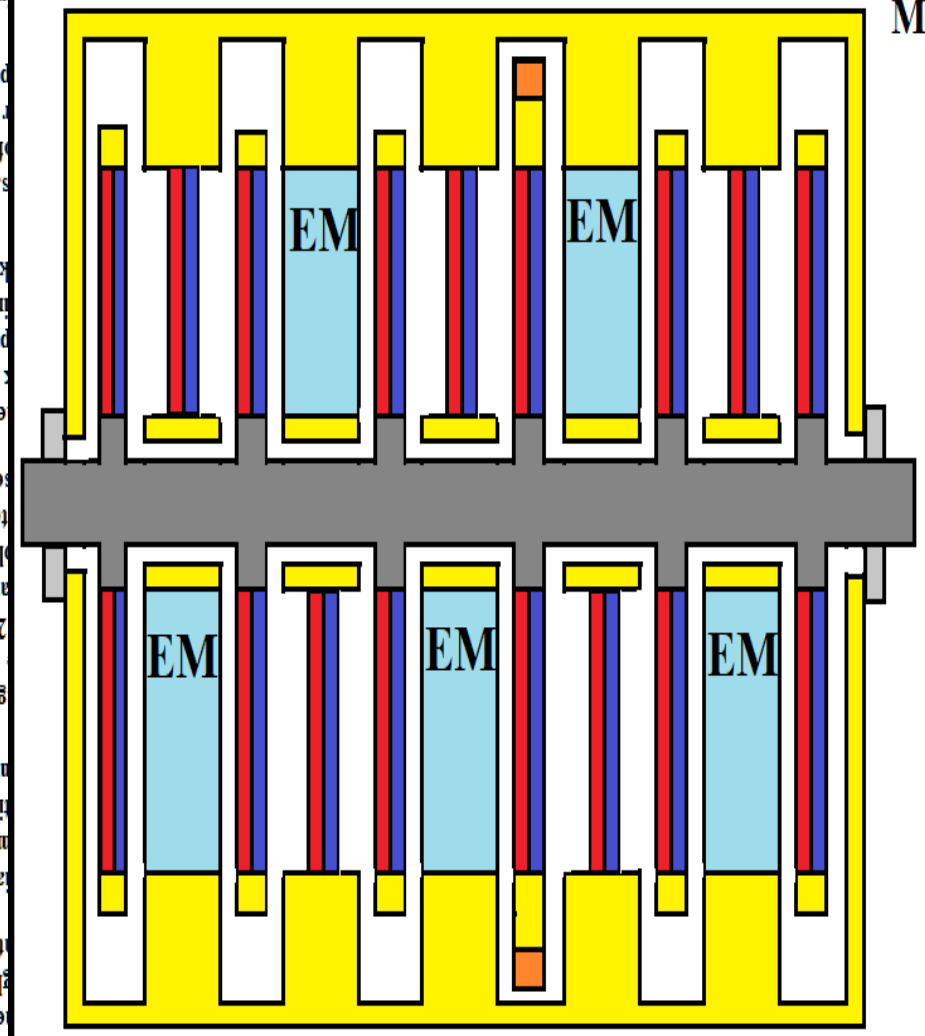


FIGURE 1016 | COMBINATION INNER AND OUTER CIRCUMFERENCE

DOCUMENT NUMBER 543 A JAY LUNKE



Milti-Disk Five to One PM to EM Disk Motor

The multi-disk format of the 5 to 1 PM to EM disk motor has the potential of moving motor technology from wagons being pulled by square wheels to using round wheels when power by the modified tank circuit with steering diodes.
It one one thing to have a motor that is overunity, but if it is bulky and is not much over unity, then does not make sence to use it in a vehicle. This motor design with the power circuit has more than enough power in torque to power an efficient generator to power the motor at the same time have enough power left over to have its shaft power the drive train of the vehicle.

If and only this is true about this new technology

Being an old man soon to be living on social security, I will not be able to build and advance this technolgy. It is up to people like you who can see the potential of this technology and then to build prototypes to prove its potential for the world. I have to admit that when I look at other peoples motor designs, it is hard for me to have that desire to build thier design because I always want to focus on my own designs. I reached out for help and I was asked to pay 18 times of what I was making for that help. I have not accepted money in the past and I am not seaking money in the future. What I am asking for is people to examine all the postings I have made at this site that includes much more details of this new technology which includes the modified tank circuit with steering diodes.
Just think of the good it would do for the average person of the world to have a motor that could provide all of the power they needed in a self contained system without having to buy fuel or electrical energy to operate it.

By building and posting the results of this new motor technology would be great. If the results are that the technology does not meet the OU status, I could live with that. Even if the results was a more efficient motor using less electrical energy per mile traveled in your car would be a big plus for everyone.

Jay Lunke Oct. 14, 2020

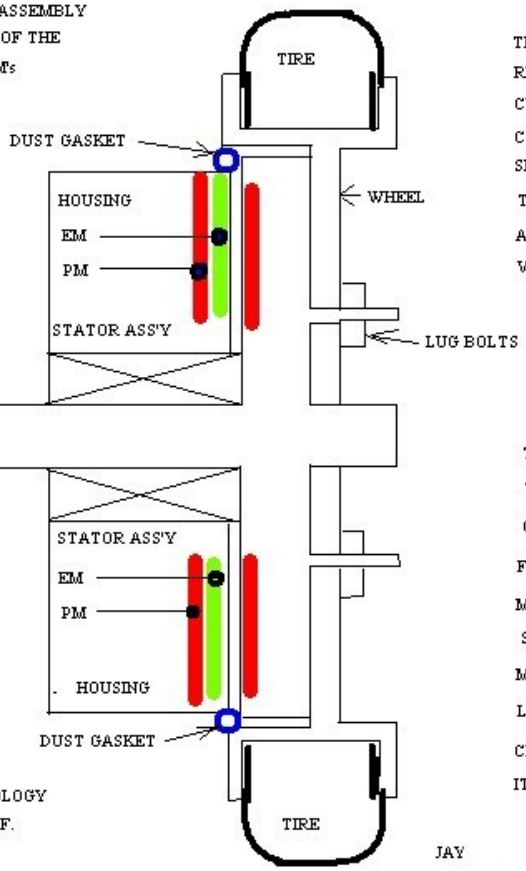
NEW TECHNOLOGY EASY TO MANUFACTURE DEVICES INTO OTHER FUCTIONAL ASSEMBLIES

THE MOTOR IS A COMBINATION HUB ASSEMBLY AND MOTOR. ONE FOR EACH WHEEL OF THE VEHICLE. ALL WHEEL DRIVE. THE EM's AND PM'S ALONG WITH A CONTROL CIRCUIT CAN ACT AS A BREAKING SYSTEM AS WELL.

THIS IS ONLY A TIP OF THE ICEBERG AS FAR AS COMBINING THE NEW TECHNOLOGY INTO THE STRUCTURE OF THE MECHANICAL DEVICES. A LOT OF MONEY WILL BE SAVED.

THIS IS A CRUDE DRAWING BUT SHOWS THE PRINCIPLE

WE ARE NOT MECHANICAL ENGINEERS BUT THIS DRAWING CAN GET THE THOUGHT PROCESS GOING ON ALL THE POSABILITIES OF INCLUDING THE NEW TECHNOLOGY INTO THE PRODUCT DESIGN ITSELF.

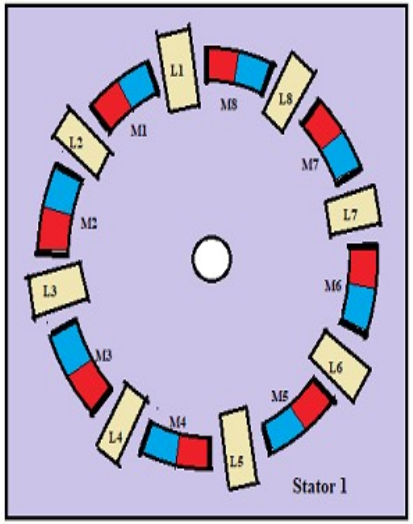


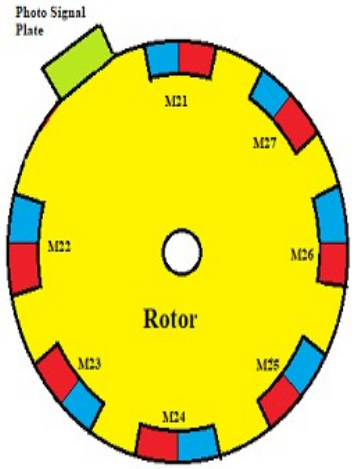
THE HUB ASSEMBLY WOULD REQUIRE TO BE LARGER THAN THE CURRENT DESIGNS. THE ENGINE COMPARTMENT CAN EITHER BE SMALLER OR USED FOR OTHER THINGS SINCE THE MOTORS ARE AT THE WHEELS OF THESE VEHICLES.

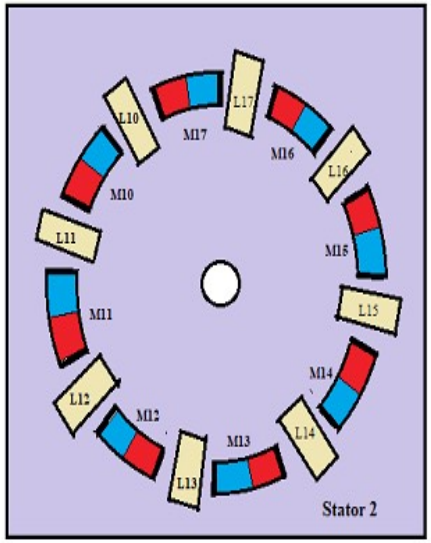
THIS ALSO SHOWS WHY I PREFER THE DISK MOTOR DESIGN OVER OTHER ONES BECAUSE OF THE FLEXABILITY AND EASE OF MANUCACTURING WITH IT. SINCE IT IS AN OVER-UNITY MOTOR YOU WOULD HAVE TO LET THE WHEELS SPIN TO CHARGE THE BATTERY IF IT GOES DEAD.

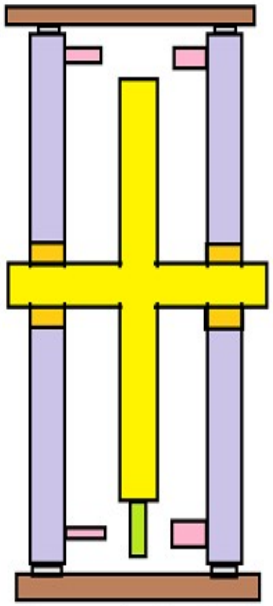
JAY LUNKE DRAWN 1-13-2007

Flux Rerouting Magnet Motor





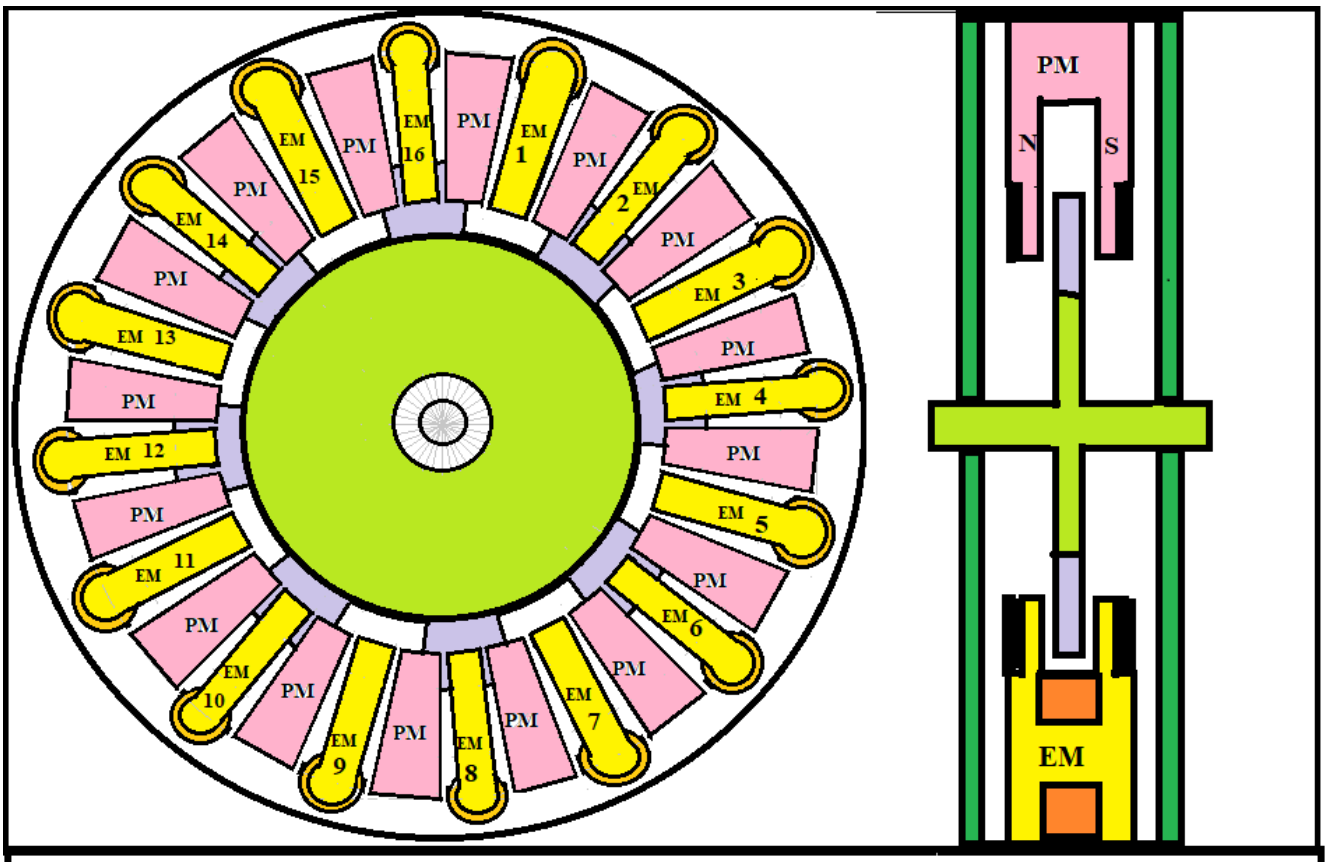




Jay Lunke Nov. 15, 2021

- Photo Signal Plate
- Photo cell and detector circuit
- Rotor Assembly
- Coils with core material
- Stator Assemblies 1 and 2
- Housing

There are 16 coils that have duel functions of providing a flux path for the stator permanent magnets when the power is off to all of the coils in that stator assembly. when the power is off to all the coils of one stator, the flux moves in one large ring so the interaction with the rotor is minimal at this time. When the power to one of the coils is on, then that coil is an electromagnet with the polarities of it opposing the permanent magnets adjacent to it breaking the large ring magnet affect. All of the permanent magnets in that stator will individually interact with the permant magnets in the rotor assembly to create forward torque on the rotor assembly. There is one permanent magnet missing in the rotor so that the active electromagnet does not have permanent magnet across from it in the rotor to cause a reverse torque in the motor. As the rotor turns in the motor, a different coil will be powered so that the full rotation of the motor always has forward torque in it. Only one electromagnet is active in this motor at a time.

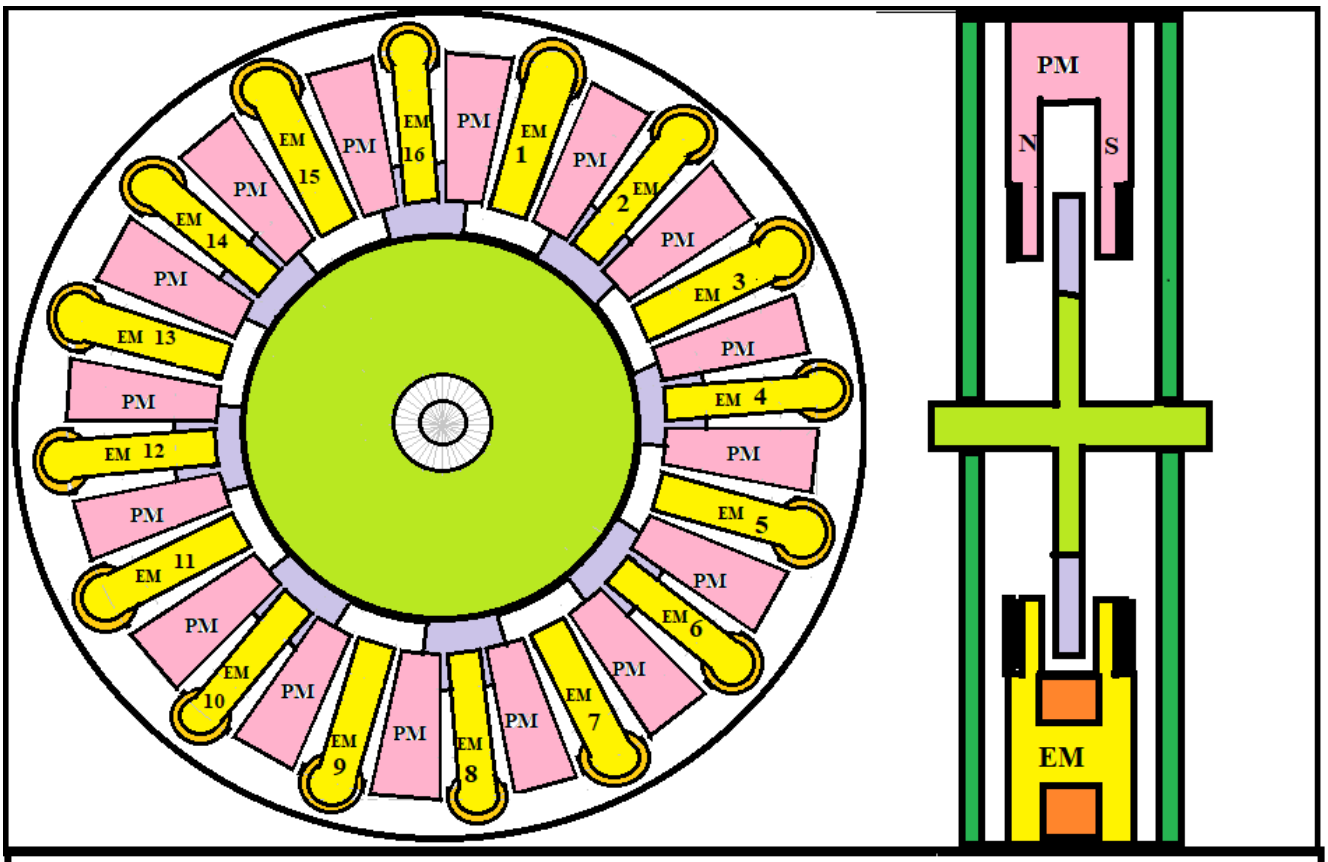


Three Layer Toroid Motor

Jay Lunke 12-17-2022

This toroid motor design uses the three layer electromechanical movement technology. There are four segments of configuration that repeat themselves over and over again. The EMs along with the rotor core material area's complete a toroid configuration. The EMs operate at most a 25% duty cycle each. The even EMs are powered during the second segment of rotor travel. The odd EMs are powered during the fourth segment of rotor travel. During the first and third segment of rotor travel, the power to all the EMs are turned off.

When the power is off to all EMs, the PMs create torque to move the rotor a little. When a EM is powered, it forms a functional larger magnet with the two adjacent PMs next to it in order to align the core material in the rotor with the middle of this functional magnet which is where the powered EM is.



Three Layer Toroid Motor

Jay Lunke 12-17-2022

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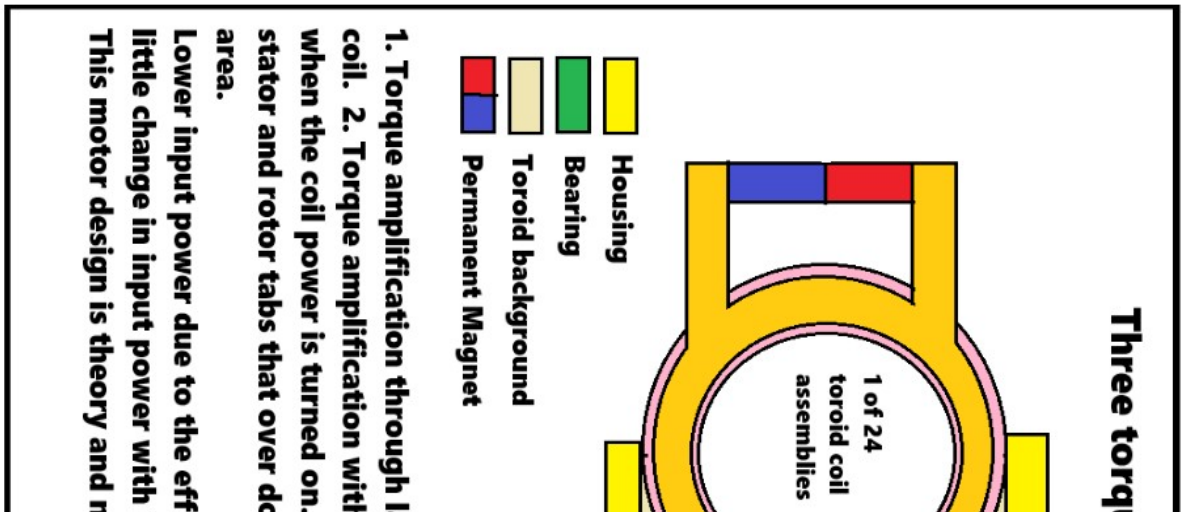
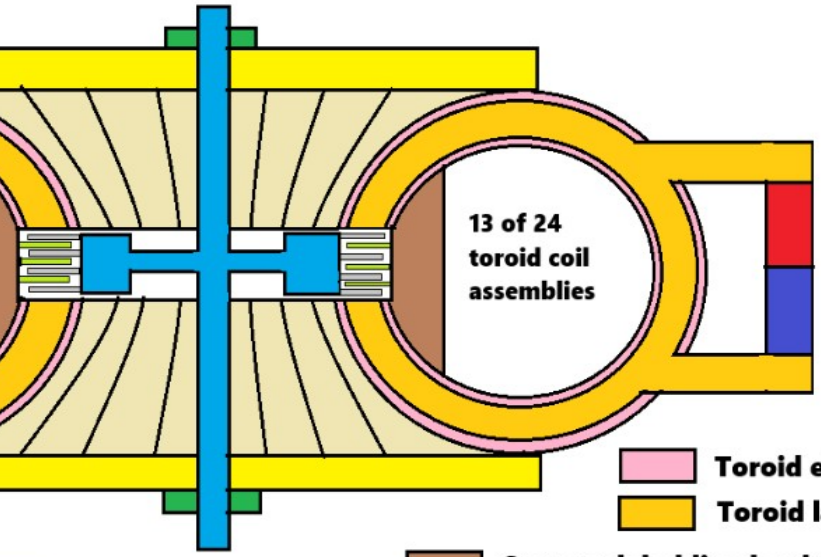


e amplification technology motor

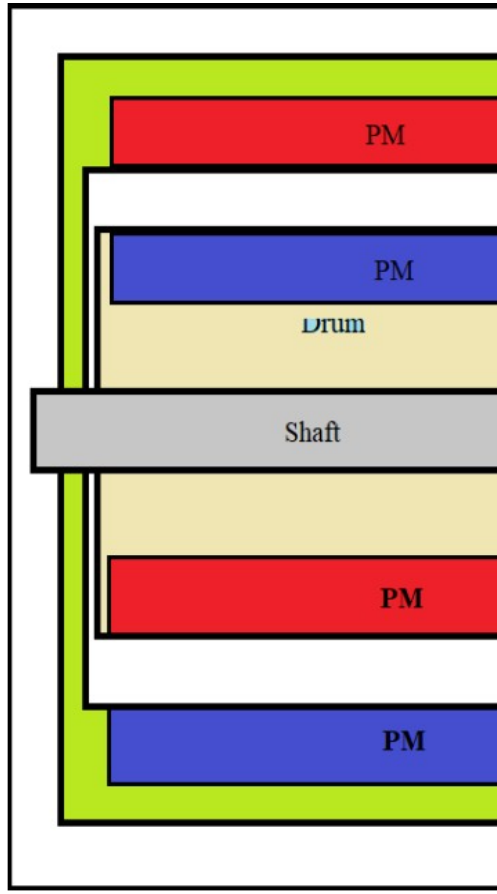


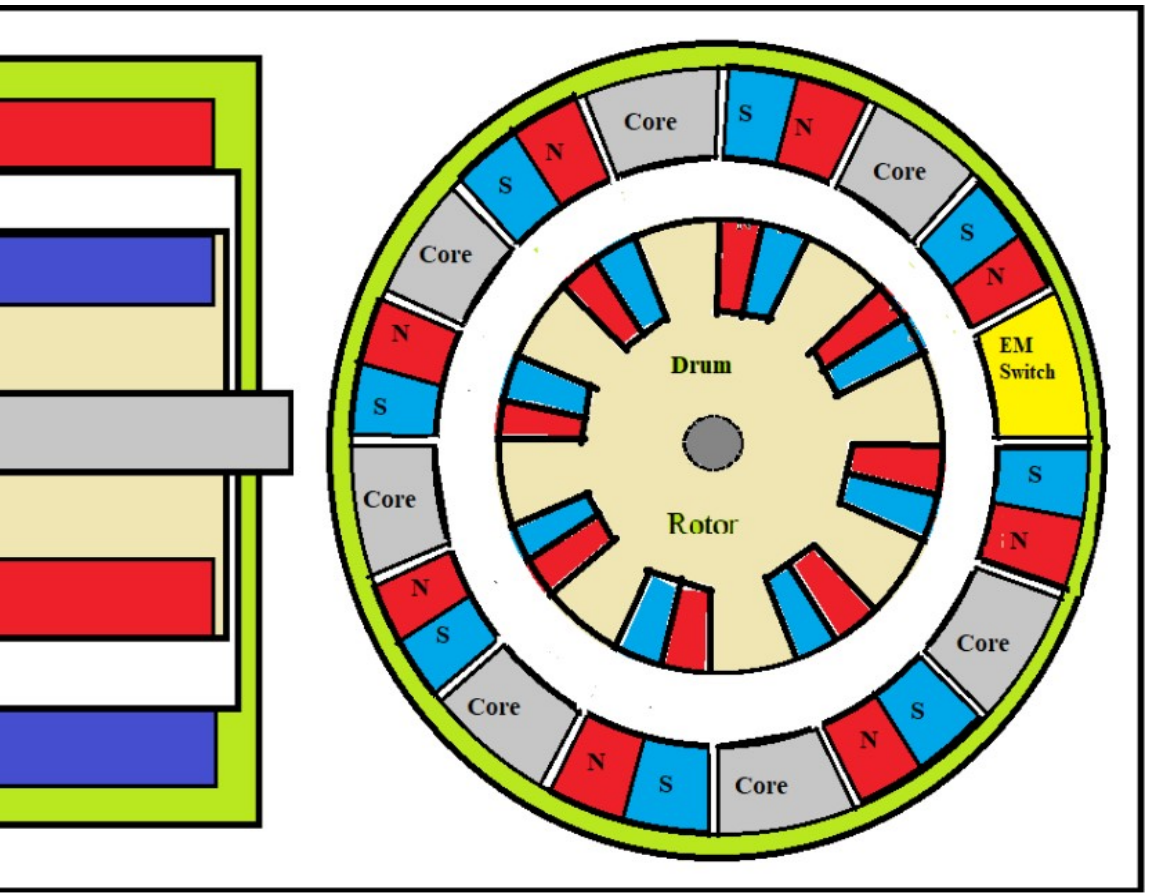
Toroid electrical wire
Toroid lamented core
Stator tab holding hardware
Rotor and shaft assembly
Stator core tabs
Rotor core tabs

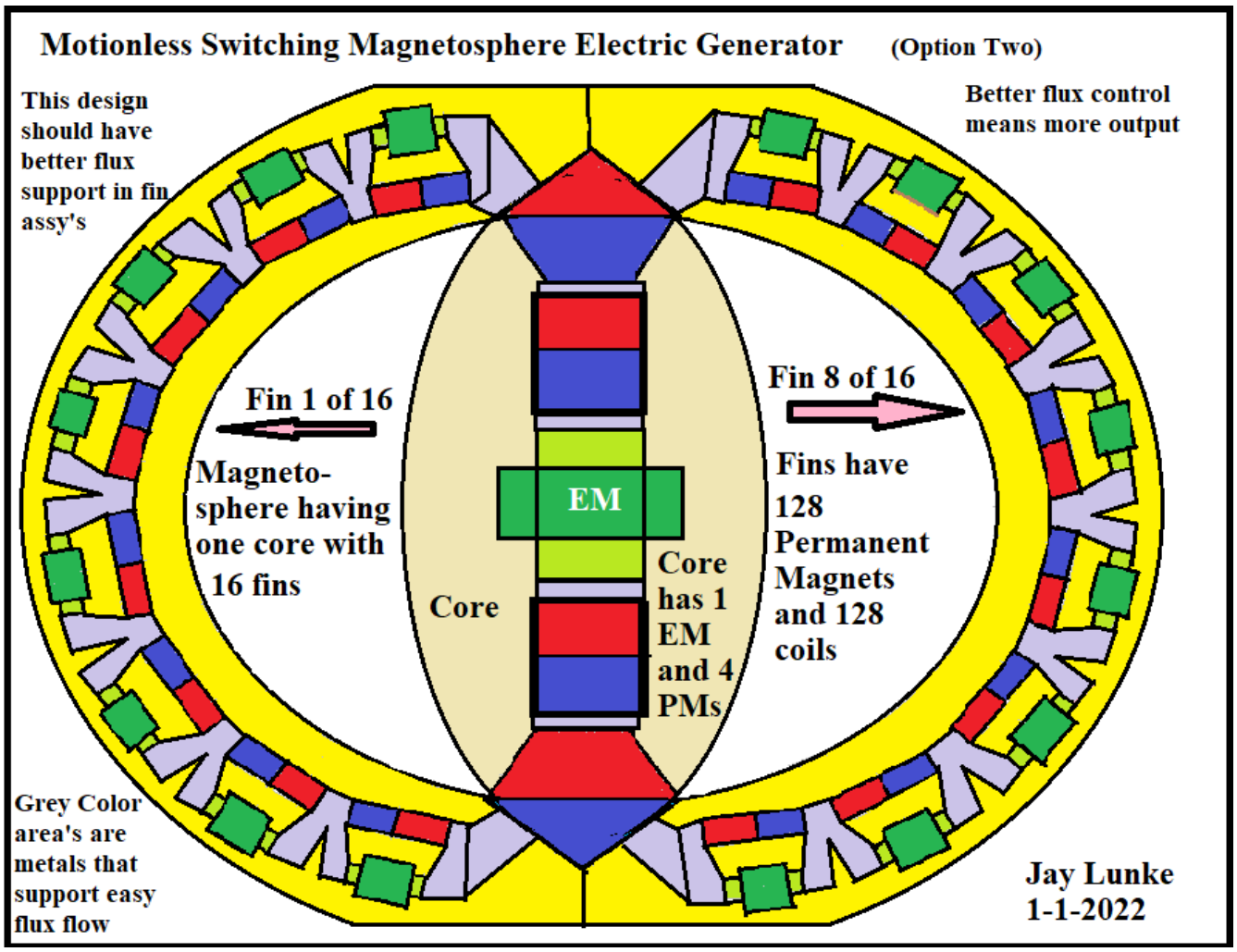
inated toroid core allowing many times the flux to flow through the
he permanent magnet assist adding flux into the toroid gap area
. Torque amplification through the layered gap area additional
ple the torque from the same level of flux through the toroid gap

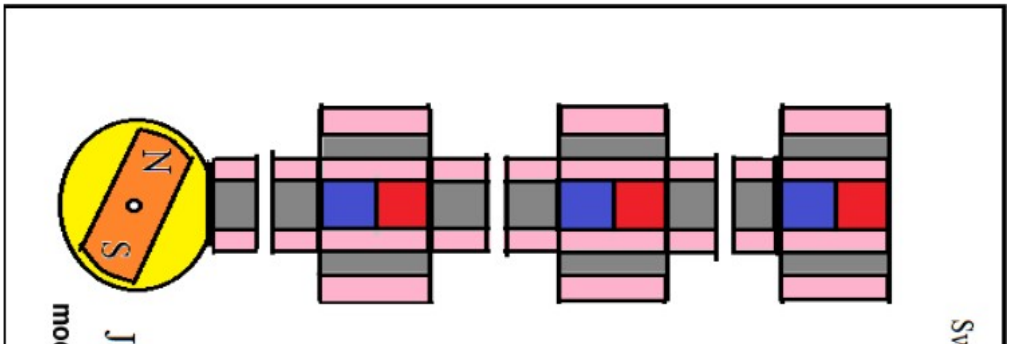
ency of toroid coils. Less flux leakage due to the toroid coils. very
anging loads on the motor shaft due to the motor design.
ds to be built and tested for its performance.

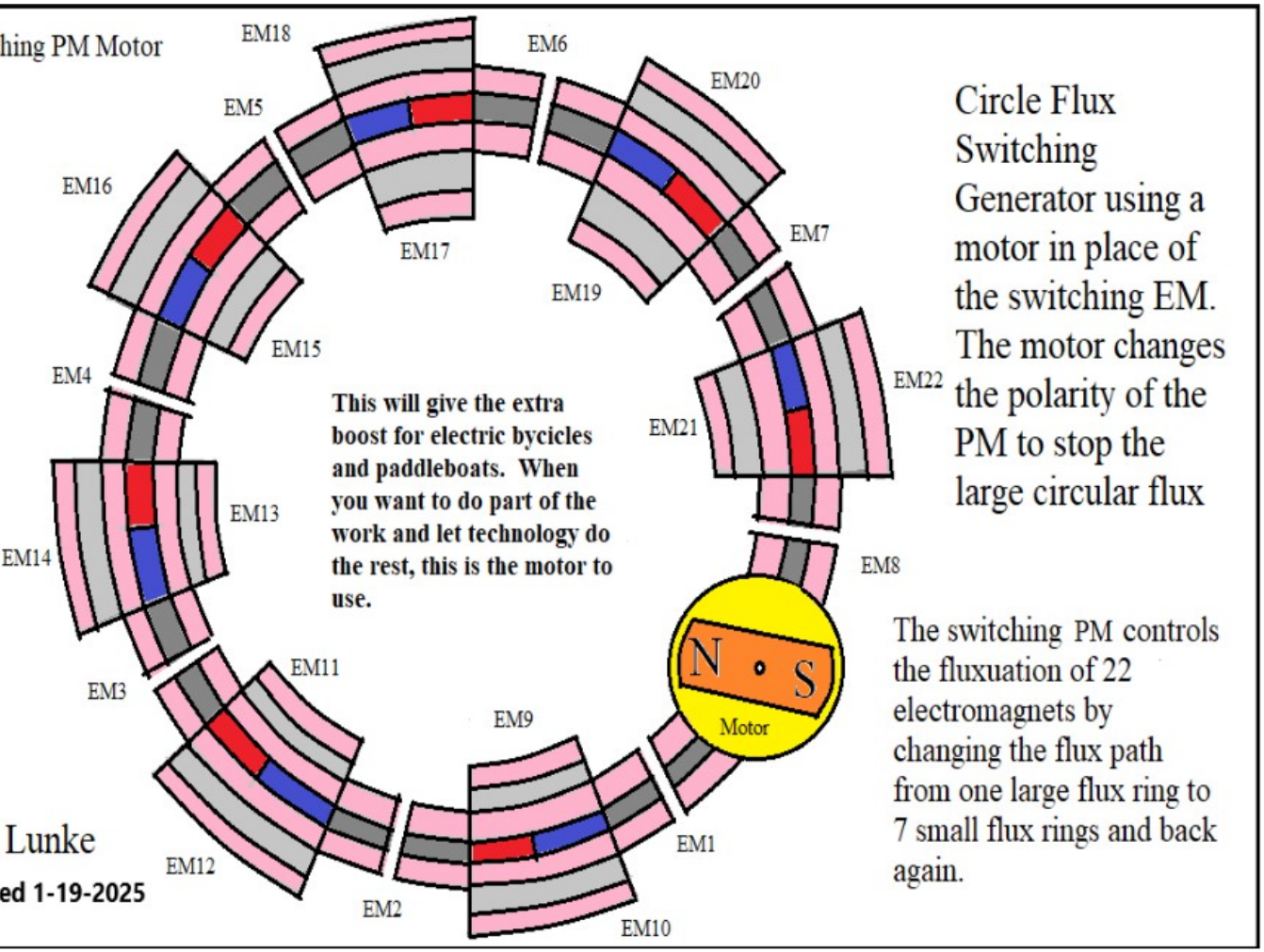
Jay Lunke 9-4-2023




Core
S
N
Core
S
N
Core
S
N
EM
Switch
S
N
Core
N
S
Core
N
S
Core
N
S
Core
N
S
Core
N
S
Drum
Rotor


Motionless Switching Magnetosphere Electric Generator
(Option Two)
This design should have better flux support in fin assy's
Better flux control means more output
Fin 1 of 16
Magneto-sphere having one core with 16 fins
Fin 8 of 16
Fins have 128 Permanent Magnets and 128 coils
EM
Core
Core has 1 EM and 4 PMs
Grey Color area's are metals that support easy flux flow
Jay Lunke
1-1-2022


N
S

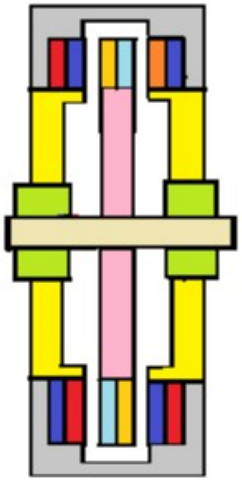


This will give the extra boost for electric bycicles and paddleboats. When you want to do part of the work and let technology do the rest, this is the motor to use.

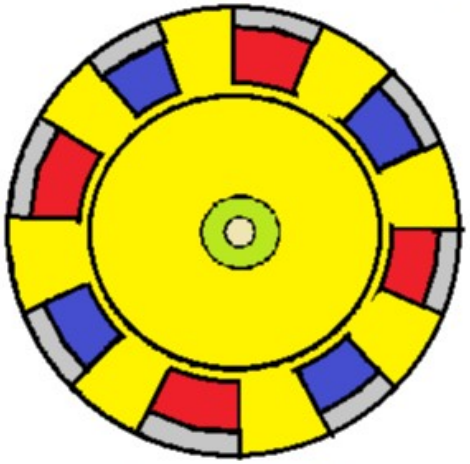
Circle Flux Switching Generator using a motor in place of the switching EM. The motor changes the polarity of the PM to stop the large circular flux

The switching PM controls the fluxuation of 22 electromagnets by changing the flux path from one large flux ring to 7 small flux rings and back again.

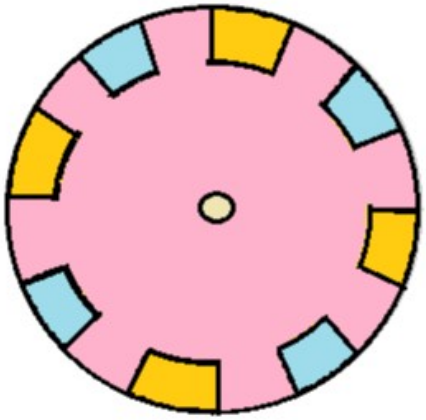
Disk Alternating Current Generator



Cross Section



Stator 1 of 2



Rotor

Bearing

Shaft

Housing

Permanent Magnet

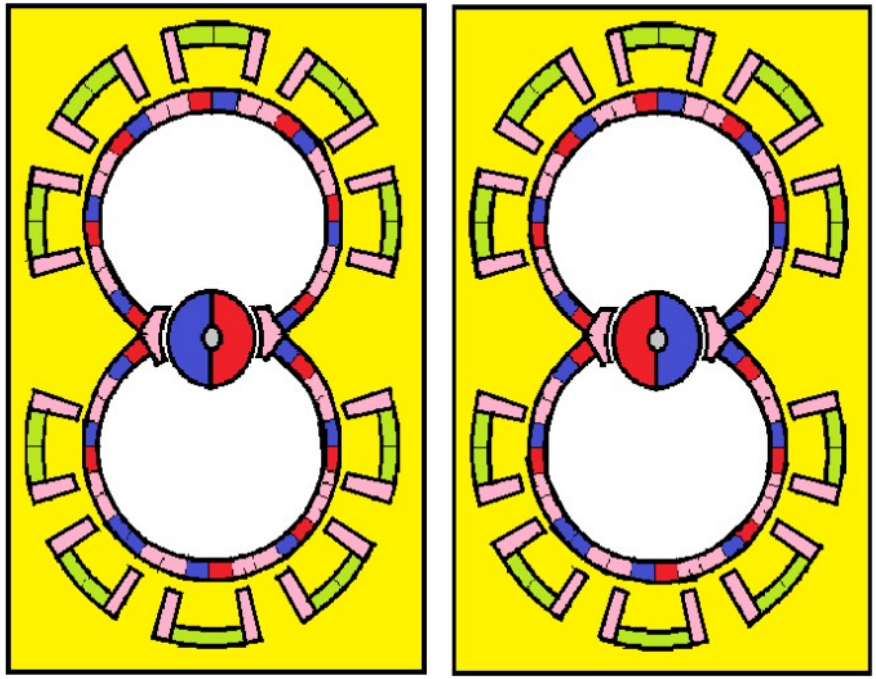
Electromagnet

Conductive Housing

Rotor Disk

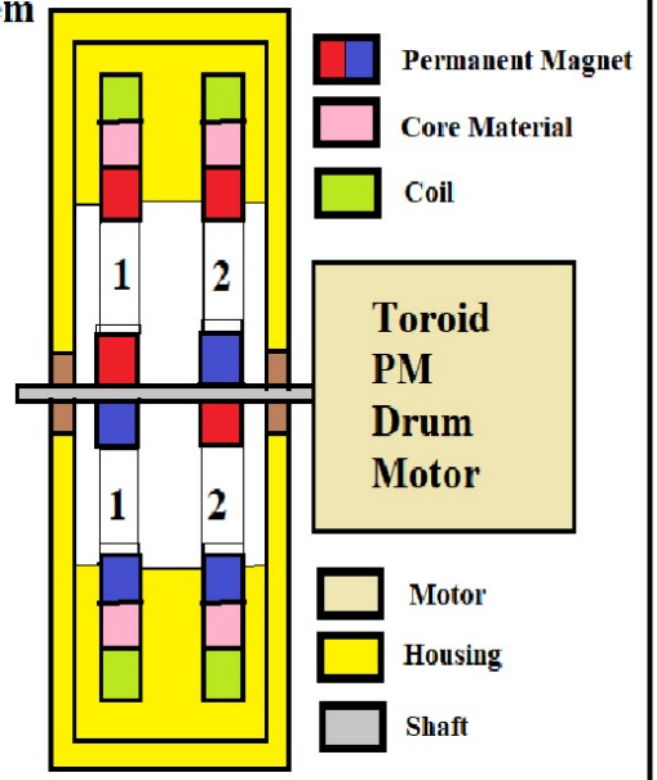
This generator uses a ratio of two permanent magnets to one coil to produce electrical energy in the device. Since the disks keep the output coils close to the permanent magnets, there is a strong capacity for power generation. the rotor could be stationary with the stator assemblies turning in the generator. Jay Lunke 6-25-22

Dual Switching Magnetosphere Electric Generator System



Magnetosphere 1

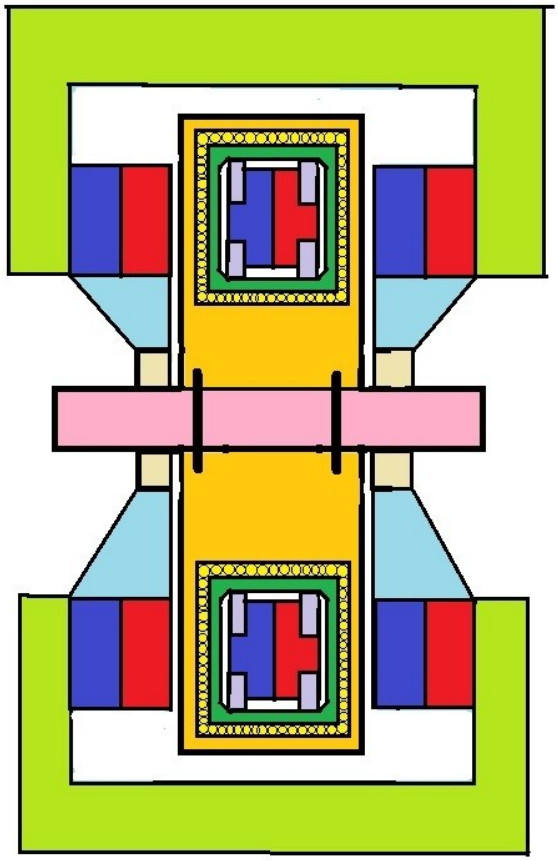
Magnetosphere 2



Side View of system

See Book "Motionless Switching Magnetosphere Electric Generator" for details

Jay Lunke 3-24-2023



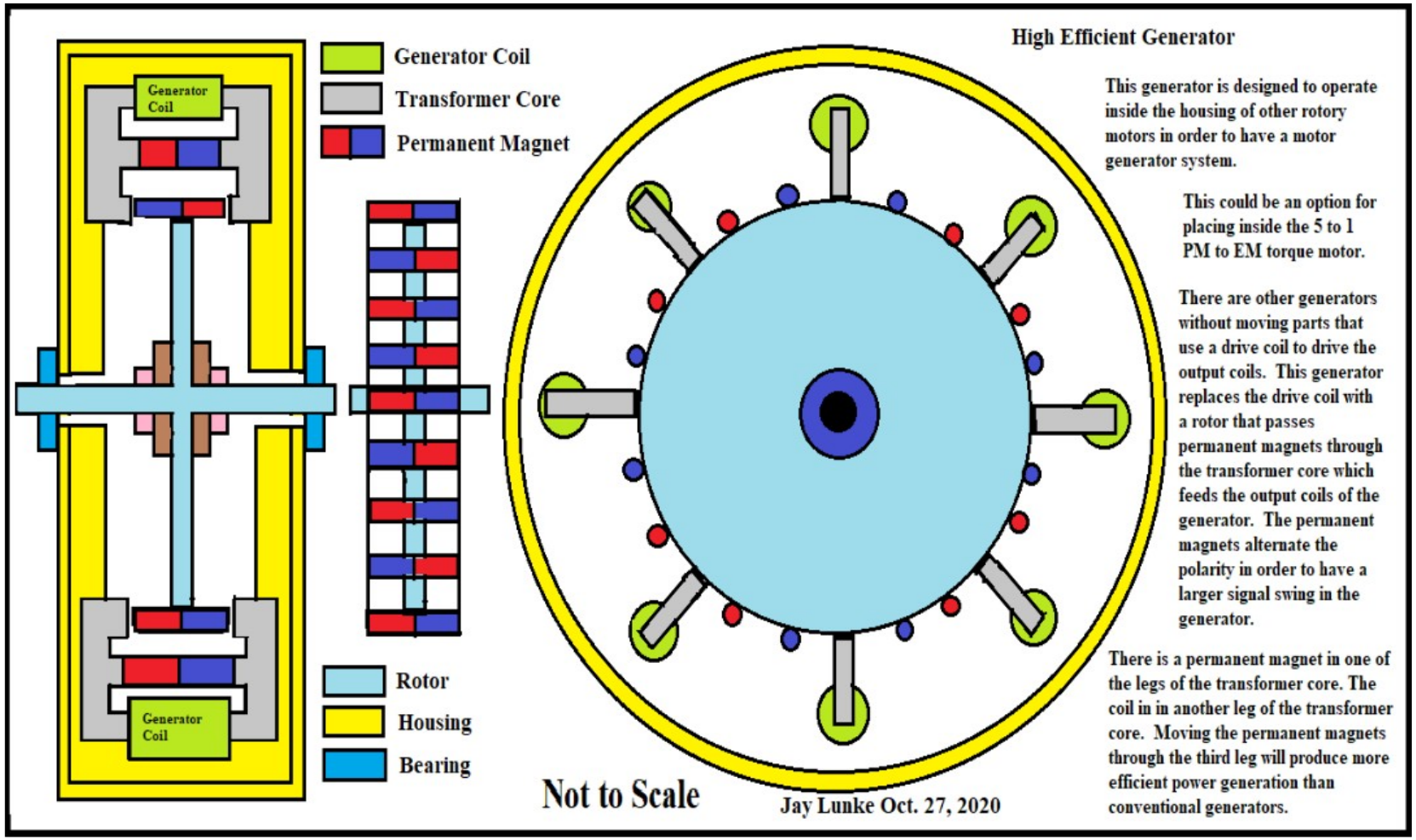
Cross Section of Wheel Shaped Generator

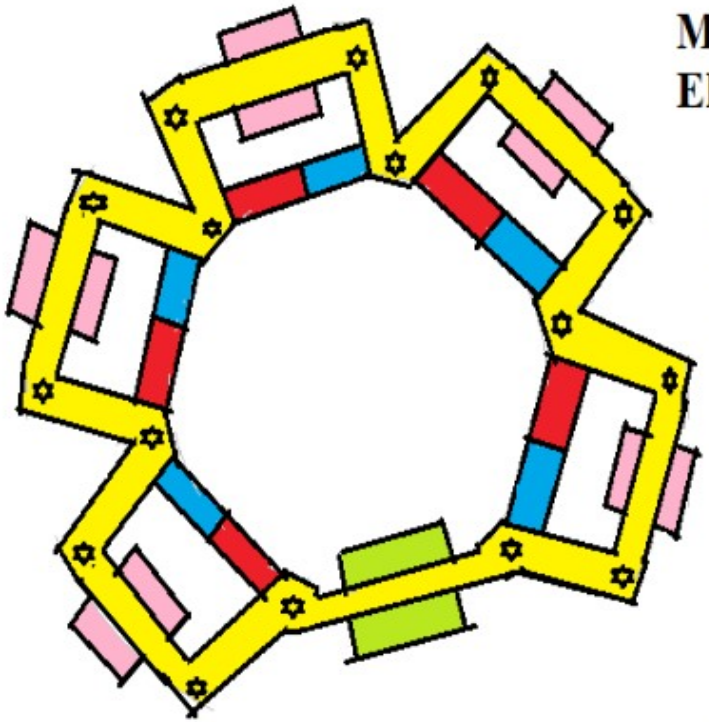
Flow Through Generator

- Permanent Magnet
- Wheels
- Rotor Inner Housing
- Rotor Coil 360 by 360
- Rotor Outer Housing
- Bearings
- Stator Housing
- Shaft
- Core Material

The Permaent magnets in the rotor channel are on wheels that keep them in alignment with the stator permanent magnets. The rotor coils in the rotor assembly rotate past those magnets producing electric power

Jay Lunke 1-26-2022


High Efficient Generator
Generator Coil
Transformer Core
Permanent Magnet
Rotor
Housing
Bearing
Generator Coil
Generator Coil
This generator is designed to operate inside the housing of other rotory motors in order to have a motor generator system.
This could be an option for placing inside the 5 to 1 PM to EM torque motor.
There are other generators without moving parts that use a drive coil to drive the output coils. This generator replaces the drive coil with a rotor that passes permanent magnets through the transformer core which feeds the output coils of the generator. The permanent magnets alternate the polarity in order to have a larger signal swing in the generator.
There is a permanent magnet in one of the legs of the transformer core. The coil in in another leg of the transformer core. Moving the permanent magnets through the third leg will produce more efficient power generation than conventional generators.
Not to Scale
Jay Lunke Oct. 27, 2020



Permanernt Magnet

Output Coils

Core material

Switching drive coil

Motionless Switching Magnetosphere Electric Generator Prototype 2

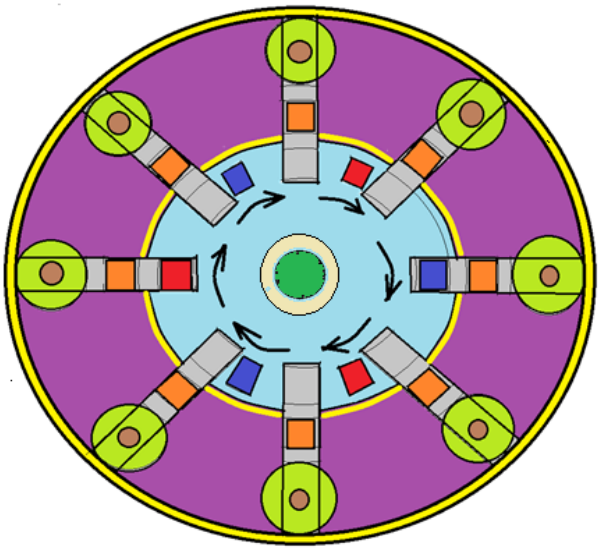
This is a crude prototype of the generator in order to test out the chain reaction of the generator.

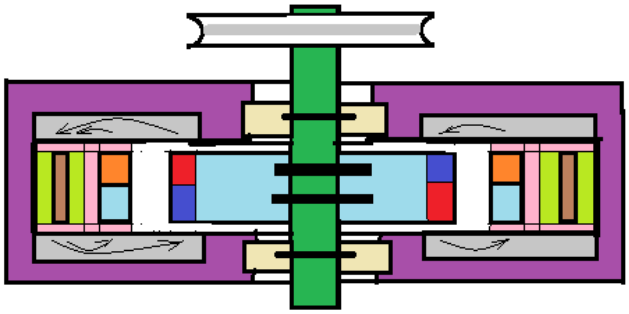
I will test the generator with a lower AC voltage through a reduction transformer. I will test with full wave and half wave signals.

I will also test the generator with a switching DC signal. I will test the circuit with and without an offset to the DC signal.

I will test the circuit by adjusting the duty cycle.

Jay Lunke 8-31-2022





Drawings are cross sections

hard insulation material

Stator Housing

Rotor Housing

Pickup coil wire

Pickup coil core

Permanent Magnet Stationary

Permanent Magnet Rotating

Shaft

Bearing

Core blocks; top and bottom

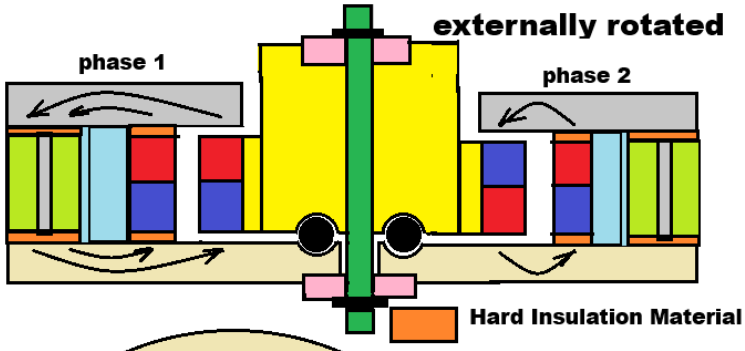
This generator in theory has less torque generated torque with increased load compared to standard generators today because the stationary permanent magnets and pickup coils are both on the stator assembly. The attraction and repultion from the rotating permanent magnets with the core bars should cancel each other out during the flux switching function. The stationary permanent magnets are offset with the rotor rotating permanent magnets in order to reduce vibration in the generator. The generator has a stronger structure for a working proto-type compared to the last generator drawing.

Jay Lunke 8-9-2025

Toroid Generator

Shaft needs to be externally rotated

Jay Lunke 08-01-2025



Permanent Magnet

Core Material

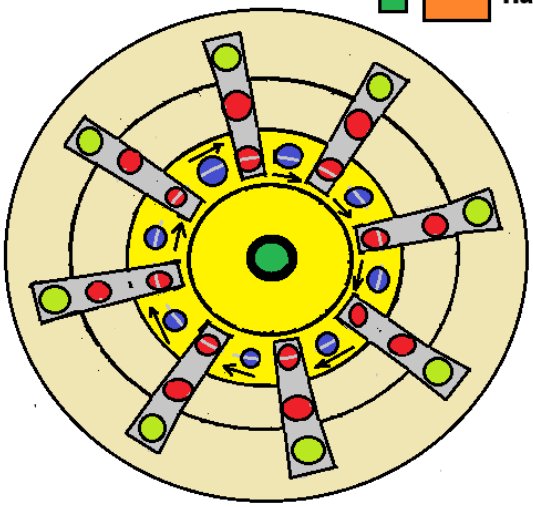
Rotor Housing

Shaft

Bearing

Stator Housing

Electrical pick up coil



The toroid generator looks close to the one of my electric free toroid motor assembly. The strationary magnets along with the rotating magnets are designed to create a fluxuating on and off flux flow across the electrical pick up coils in the generator. The rotating permanent magnets in the generator will have attraction for the rotation going into alignment with the core bar and repulsion for the rotation leaving alignment with the core bar. These two forces in theory will cansol out during the operation of a full rotation of the rotor assembly in the stator assembly. It is the fluxuation of flux across the electrical pick up coils that is key to the operation of this generator design.

The torque between the stationary permanent magnet and the pick up coil does not affect the rotation of the rotor because those components are stationary in the rotor. I believe that this generator design will have less resistance with changes in the load compared to conventional generators.

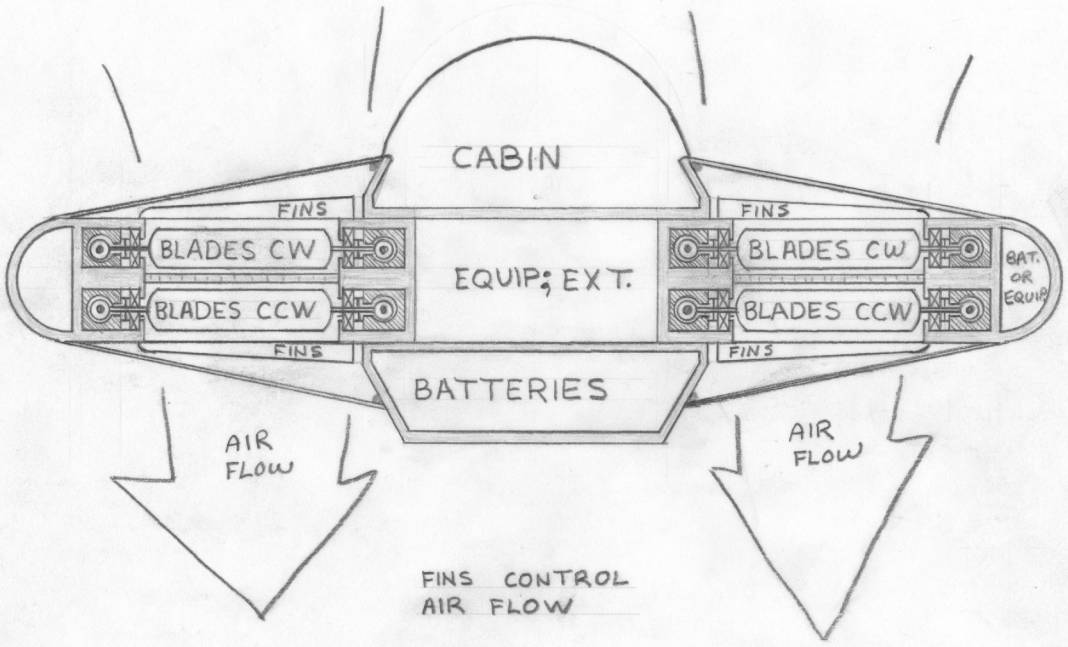


FIGURE 1017 | SKYCRAFT

DOCUMENT NUMBER 543 A JAY LUNKE

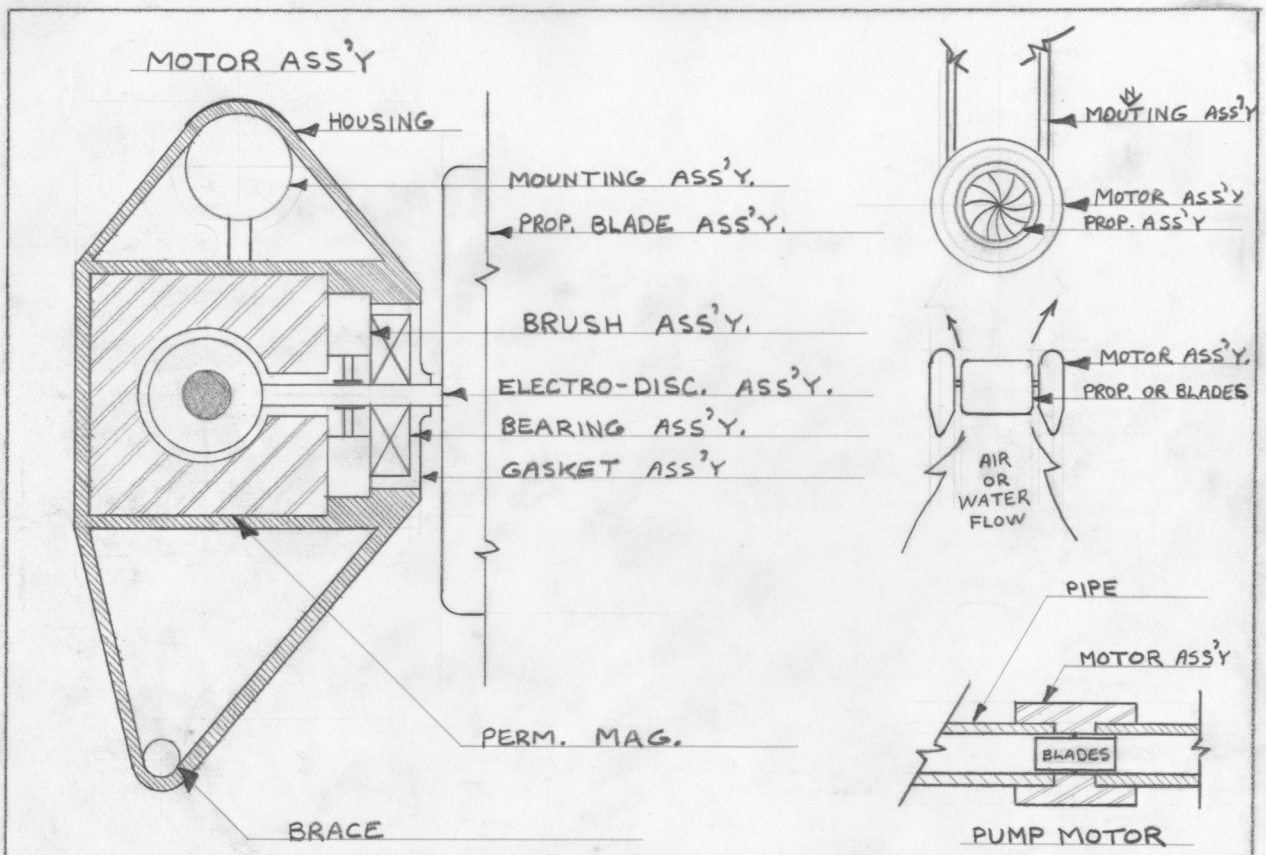
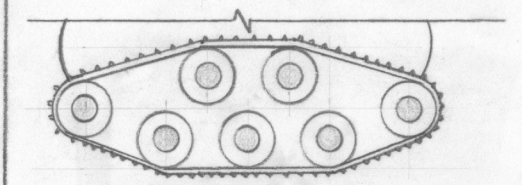
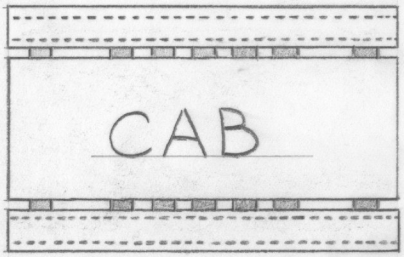


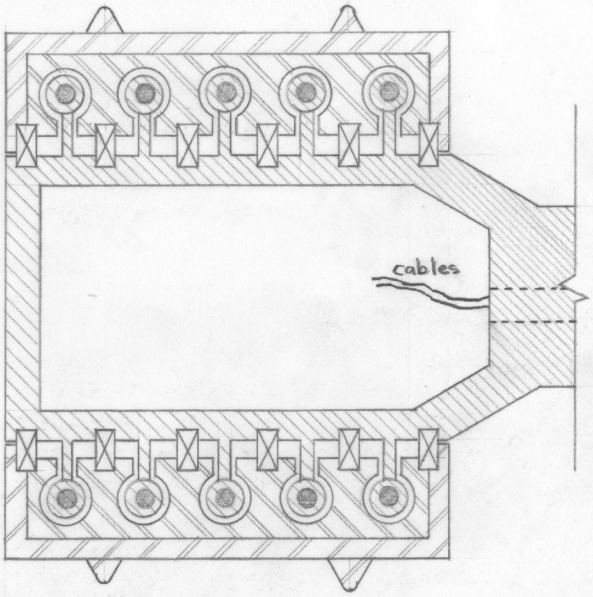
FIGURE 1019 | BOAT MOTOR AND PUMP ASSEMBLIES

DOCUMENT NUMBER 543A JAY LUNKE



TRACK





HOUSING ROTATES

HOUSING ASSEMBLY

PERM. MAGNET

ELECTRO. MAG. DISC. ASS'Y.

BEARING ASSEMBLY

FIGURE 1020 | TRACK MOTOR WITH ROTATING HOUSING

DOCUMENT NUMBER 543A JAY LUNKE

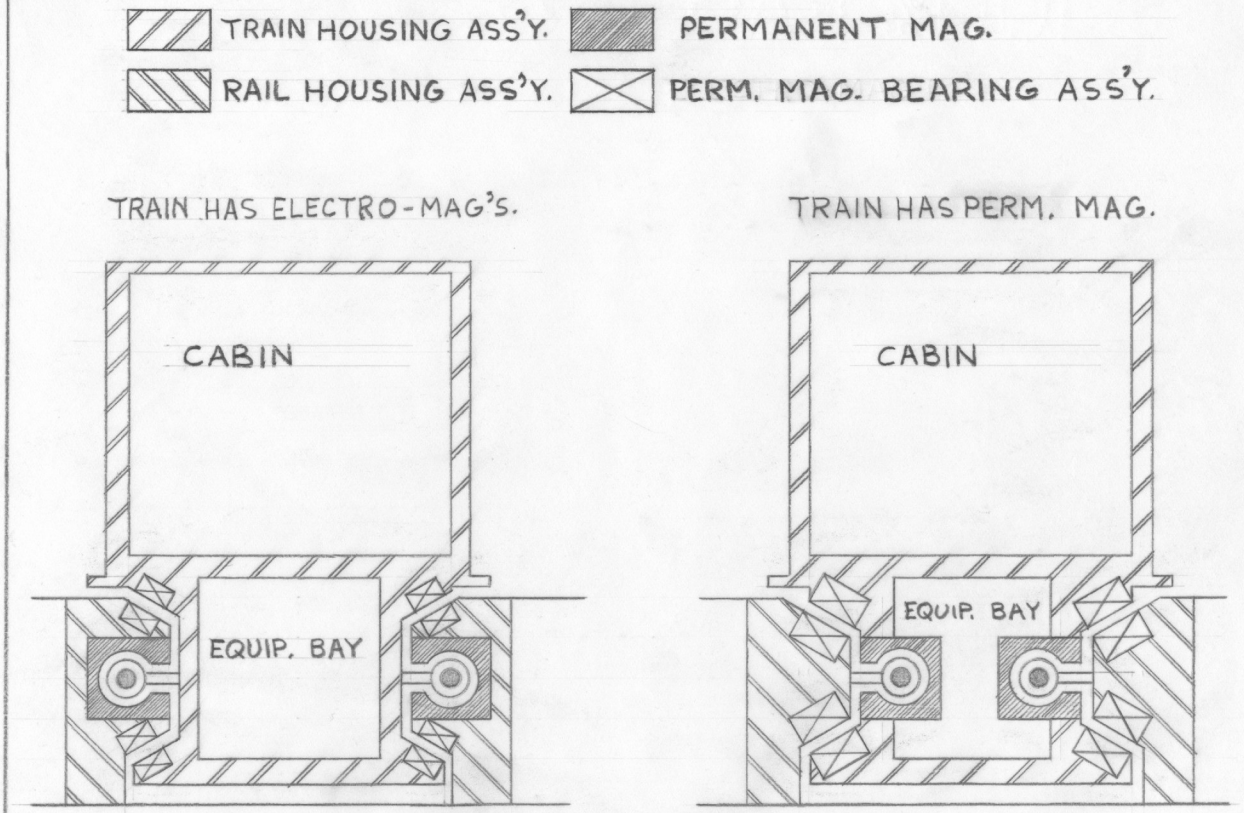
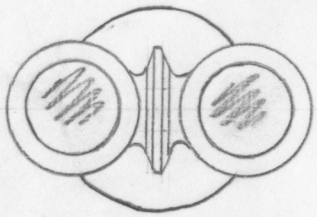
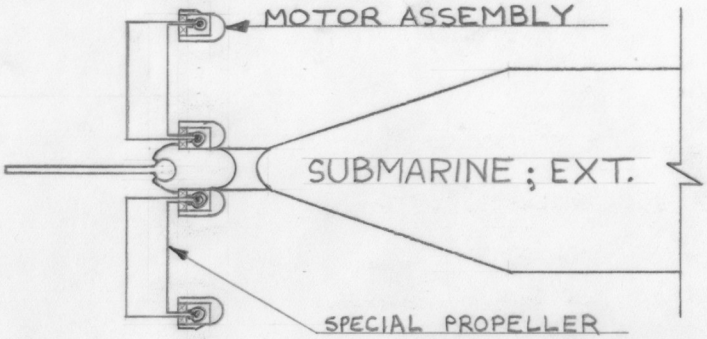


FIGURE 1021 | LEVITATED TRAIN AND TRACK

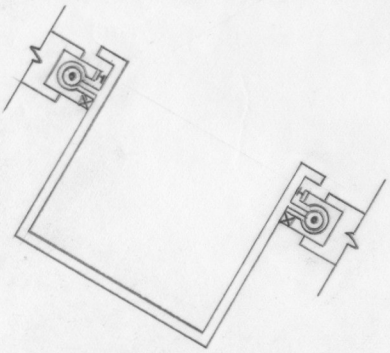
DOCUMENTATION NUMBER 543A JAY LUNKE



BACK VIEW



TOP VIEW



DRUM ASS'Y.

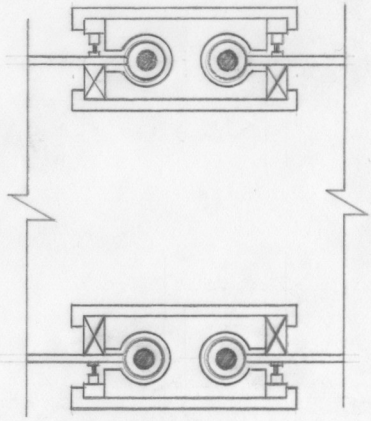
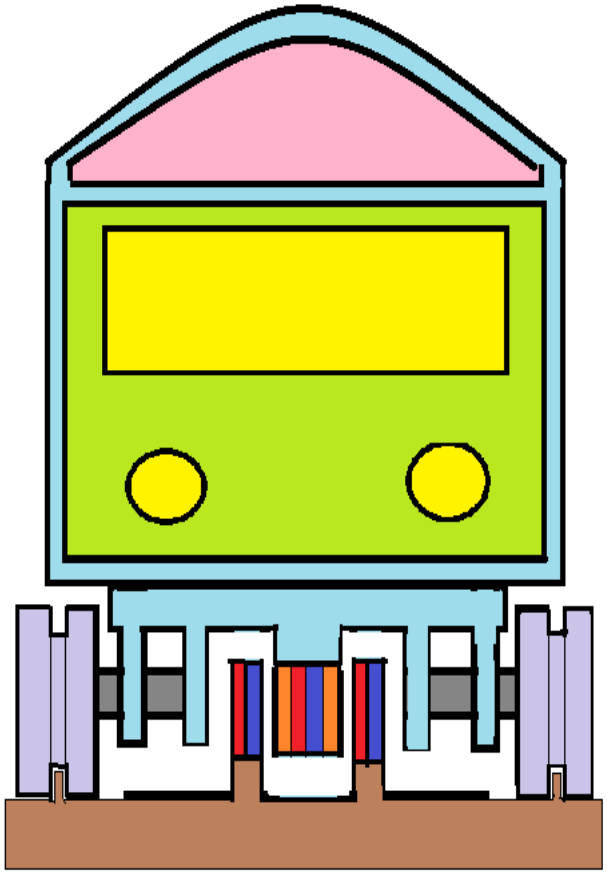


FIGURE 1024 | SUB. AND TUB OPTIONS.

DOCUMENT NUMBER 543A JAY LUNKE

Mass Transit Linear Motor

The linear motor is great for mass transit transportation. With the 5:1 PM to EM torque ratio and the modified tank circuit with steering diodes, this new technology could take over the rail system, the sub-way system for a start. Now this system will be a lot more efficient than todays mass transit systems. And should these two technologies working together in this system, outside energy may not be required at all. These savings would be passed down to the customers.



Permaent Magnet

Electromagnets

Equipment Bay

Structure

Glass

Shaft

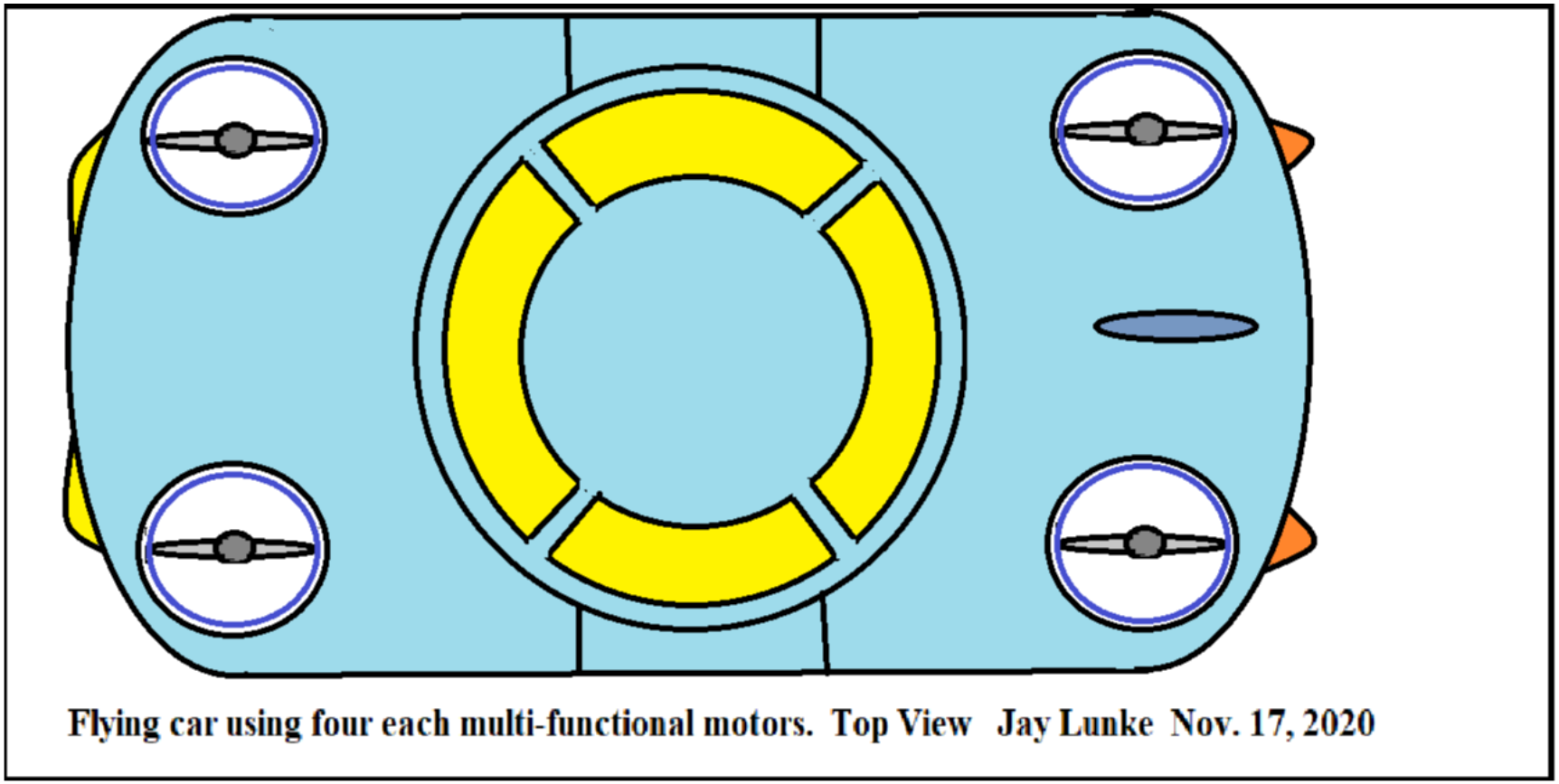
Tires

Track

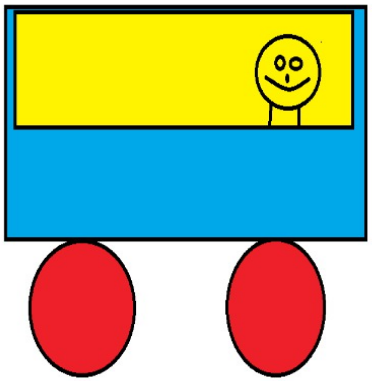
The linear motor operates with the same four segments of travel that the circular motor movement has. The stator is connected to the vehicle and the two rotors are connected to the track. Now this drawing does not show a generator on it. So with this design, the motor will need a power source. But the efficiency of this mass transit system will be so efficient, that it would be worth using this design over current designs.

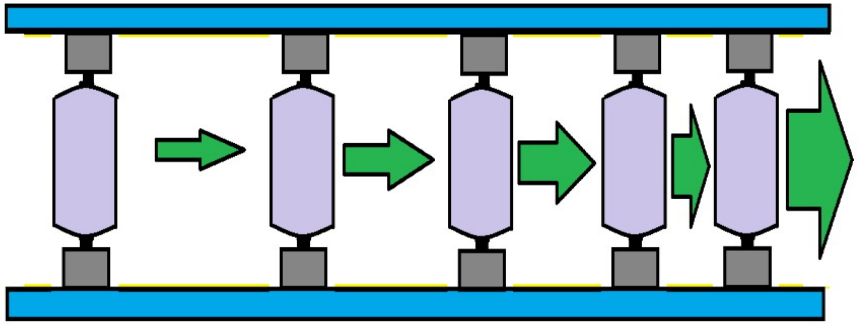
Now the wheels could be replaced with magnetic bearings, but that is a lot of expense unless it is the track on amosement park.

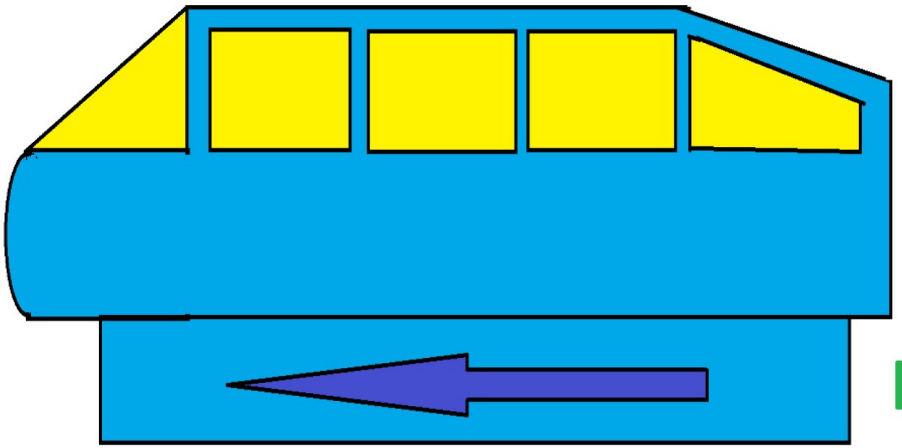
Modified 12-7-20 Jay Lunke



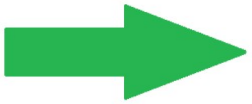
Flying car using four each multi-functional motors. Top View Jay Lunke Nov. 17, 2020





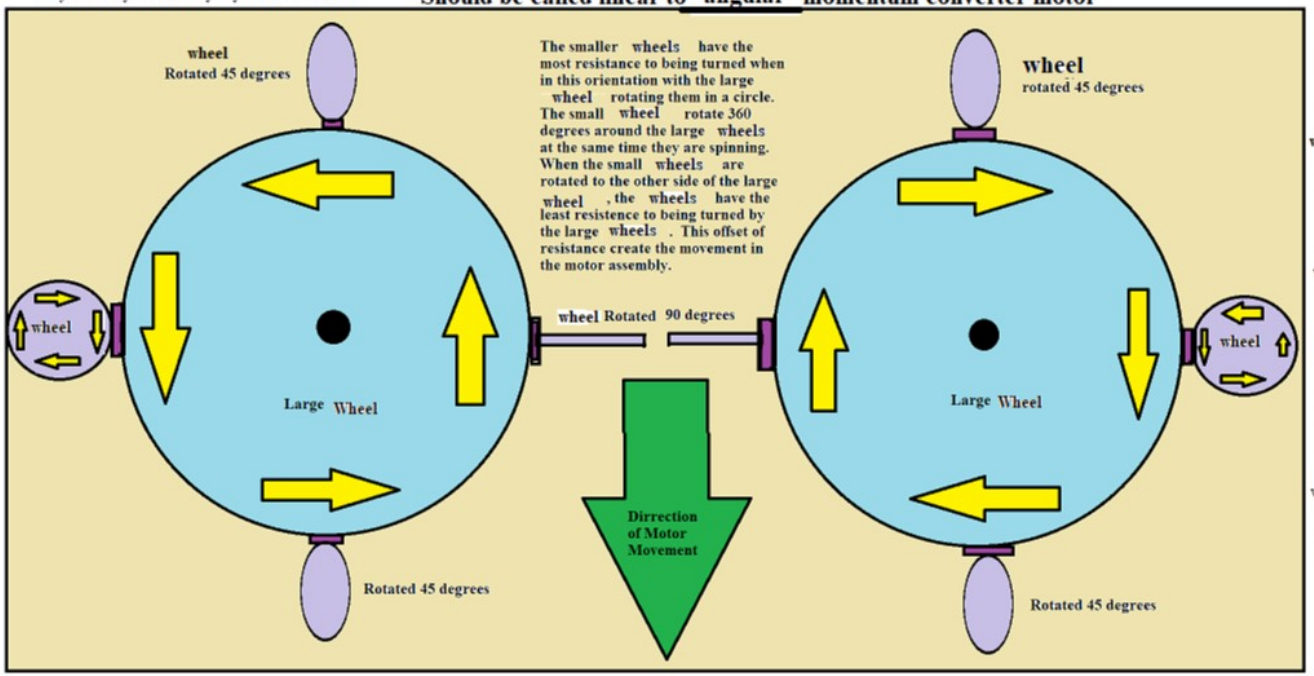


This is a sub that looks like a car. It uses wato water thrusters that are long cylender in shape. It has five stages of propelling sections in order to increase the trust in each stage. In thid drawing it shows the diameter the same in the first stage as the other ones. Another option would be to have the first stage be the largest diameter and then each stage would be reduced in diameter as they went along to the back last stage that would have the smallest diameter. THe speed of each of these stage would increase along the way. Each stage would allow the next stage would help to support the faster speed of the follwing stage. The normal speed of a sub is slow compared to boats because the medium of moving through water is so much greater. Because of the increased speed, the hull and windows would need to be able to handle a lot of force against the front side of the sub.



Anywhere Gyro-Motor by Jay Lunke 7-15-2020

Should be called linear to angular momentum converter motor


wheel
Rotated 45 degrees
The smaller wheels have the most resistance to being turned when in this orientation with the large wheel rotating them in a circle. The small wheel rotate 360 degrees around the large wheels at the same time they are spinning. When the small wheels are rotated to the other side of the large wheel , the wheels have the least resistence to being turned by the large wheels . This offset of resistance create the movement in the motor assembly.
wheel
rotated 45 degrees
wheel
wheel Rotated 90 degrees
wheel
Large Wheel
Large Wheel
Dirrection of Motor Movement
Rotated 45 degrees
Rotated 45 degrees

The way this motor works is that there are two large wheels with smaller wheels attached to them. As the large wheel move in one dirrection, the smaller wheels move in two different dirrections at the same time. The small wheel spin fast in a circle shown by the yellow arrows. At the same time the wheel will turn around 180 degrees as the large wheel turns 360 degree's. This will cause the small wheels when at one side of the large wheel to be 90 degree's out of phase with when it is at the other side of the large wheel. When the small wheel is spinning at the same plain as the large wheel the resistance of the small wheel to the large wheel is small. When the small wheel is spinning purpendicular to the large wheel the small wheel has the most force against the movement of the large

This combination of large and small wheels are repeated in a way that will cuase the mounting plate of the two large wheel to move in the dirrection of the green arrow. This movement will occur in a black box. This means that this type of movement can be installed in any type of machine to create movement in the machine. This includes in space.

Note that the hardware for the wheel is not shown in this drawing because it will use commonly used wheel hardware.

This motor converts angular momentum into linear momentum.

Modified 9-8-2020

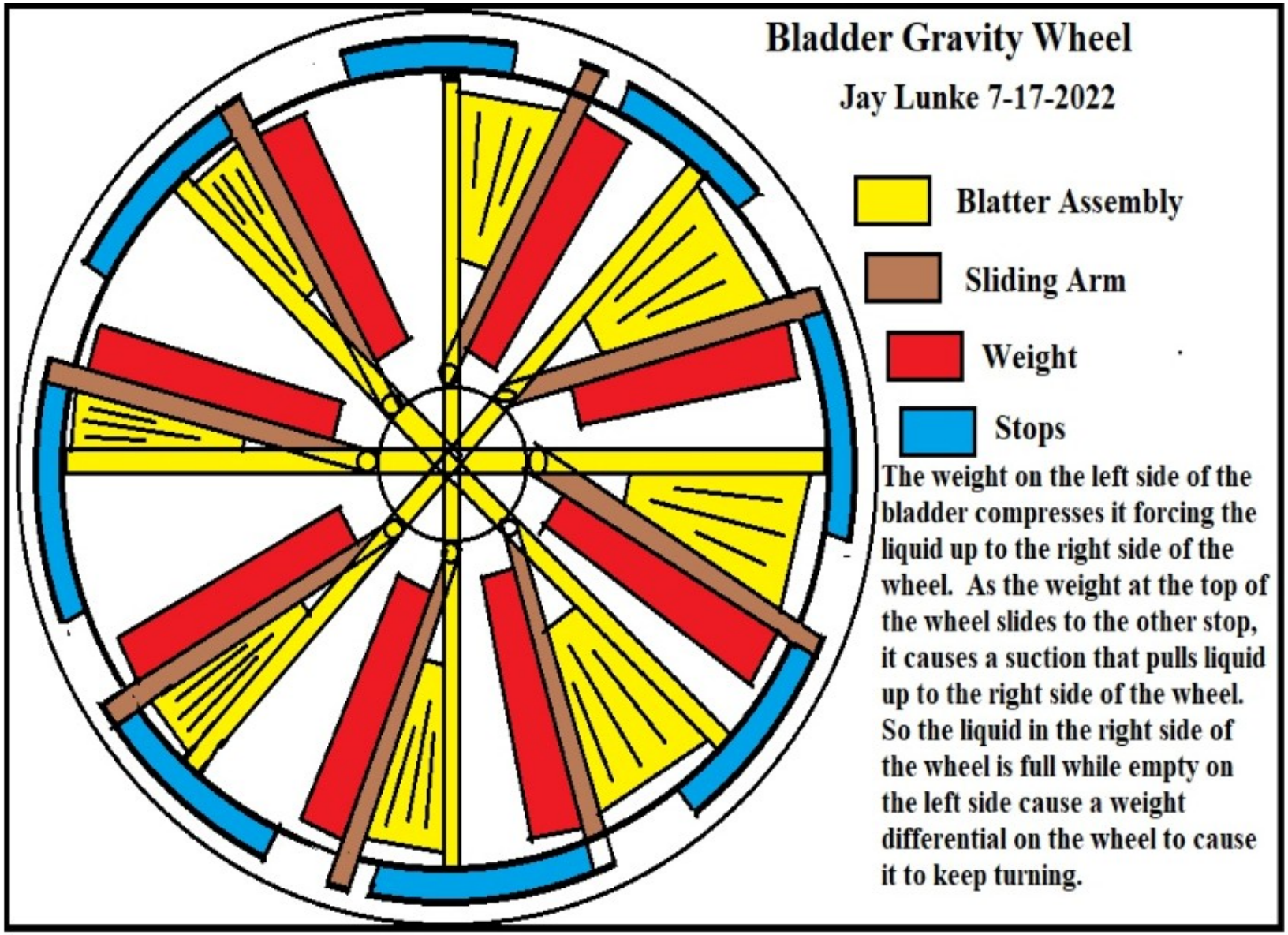
Jay Lunke

Large Gyro's

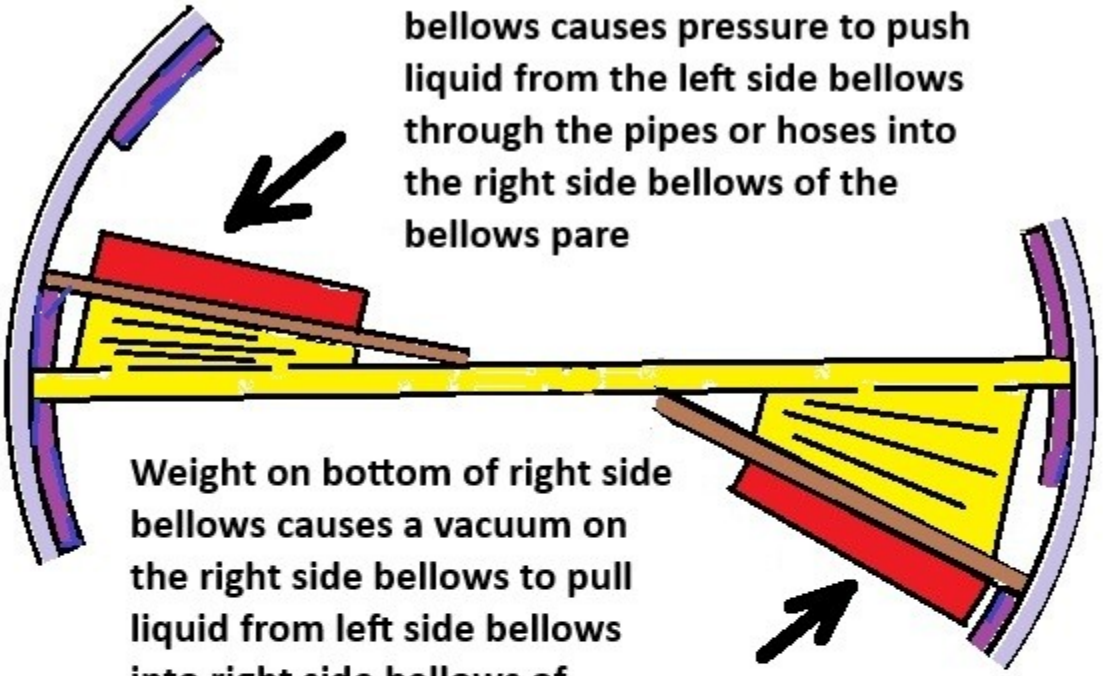
Small Gyro's

The direction of the gyro spin

The direction of motor movement


Bladder Gravity Wheel
Jay Lunke 7-17-2022
Blatter Assembly
Sliding Arm
Weight
Stops
The weight on the left side of the bladder compresses it forcing the liquid up to the right side of the wheel. As the weight at the top of the wheel slides to the other stop, it causes a suction that pulls liquid up to the right side of the wheel. So the liquid in the right side of the wheel is full while empty on the left side cause a weight differential on the wheel to cause it to keep turning.

Pressure Vacuum Bellows gravity motor



Weight on top of lesft side bellows causes pressure to push liquid from the left side bellows through the pipes or hoses into the right side bellows of the bellows pare

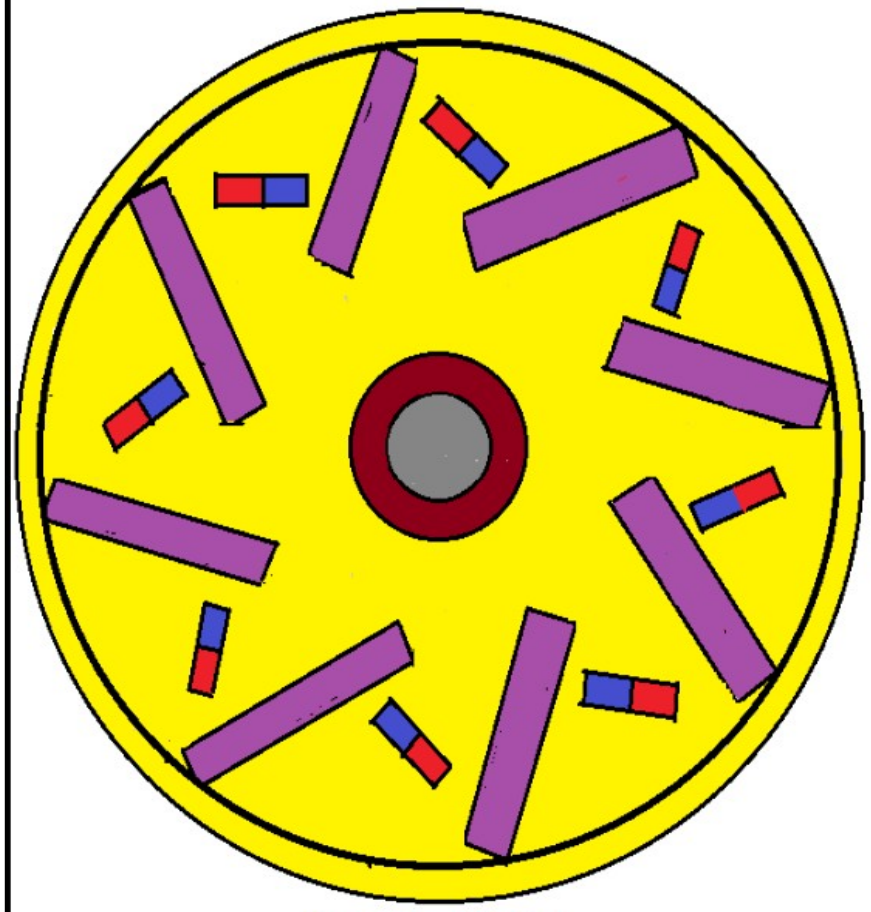
Weight on bottom of right side bellows causes a vacuum on the right side bellows to pull liquid from left side bellows into right side bellows of bellows pare assembly

The stops control the size of the bellows on the right and left side of the gravity wheel.

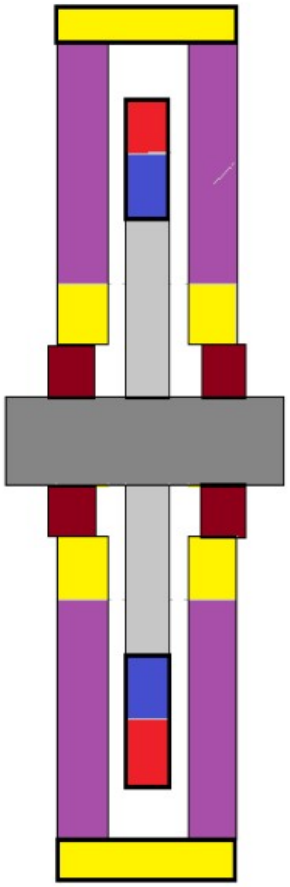
- bellow assembly 1
- bellow assembly 2
- bellow assembly 3
- bellow assembly 4
- stop assemblies

Weights

Jay Lunke 6-13-2026



Cross section side view



Cross section Side View

Low Torque Generator

The poles of both electromagnets and permanent magnets are at the poles. So the idea in this generator design is to have poles between the permanent magnet far enough from the end of the electromagnets in order to reduce resistance to movement of the rotor to the stator assemblies.

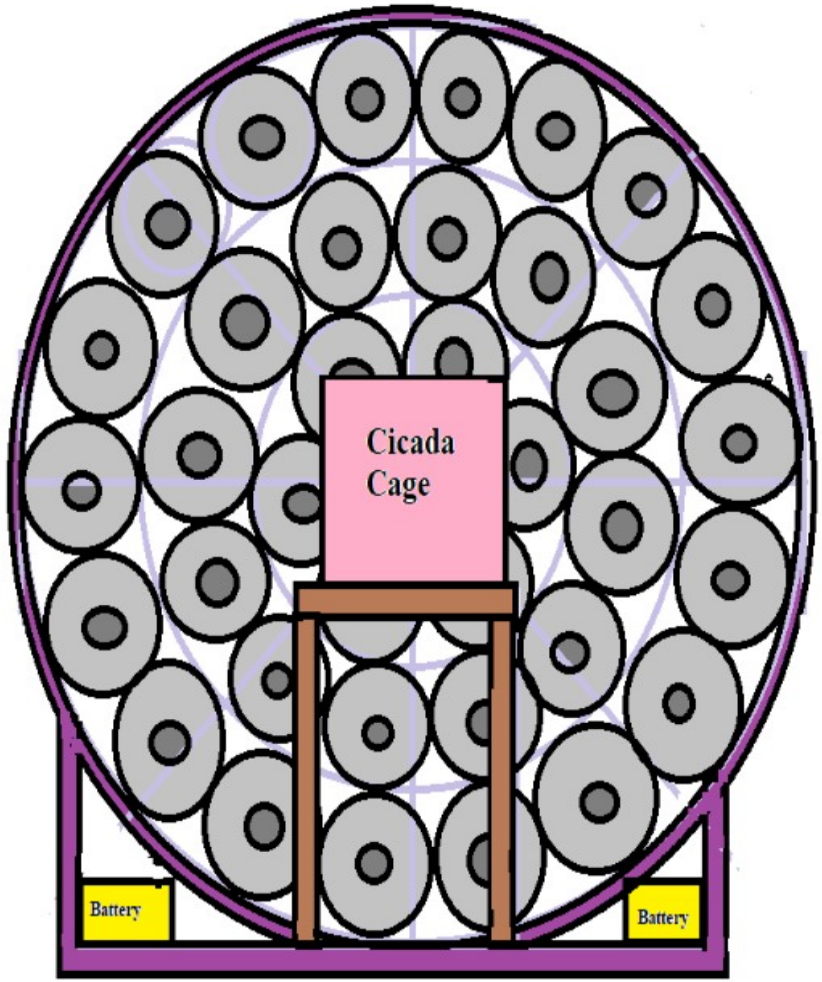
The other desgn feature is that the magnets are purpendicular to rotation of the motor.

Another feature of this design is that there is two electromagnets to one permanent magnet ratio. This should increase the electrical power produced in the generator.

All three of these features should produce a generator that produces more electrical power that the torque required to rotate the rotor in the generator compared to the conventional generator.

This is on a theory and needs to be built and tested to determne it's performance perameters.

Jay Lunke 12-17-2020



Cicada Generator

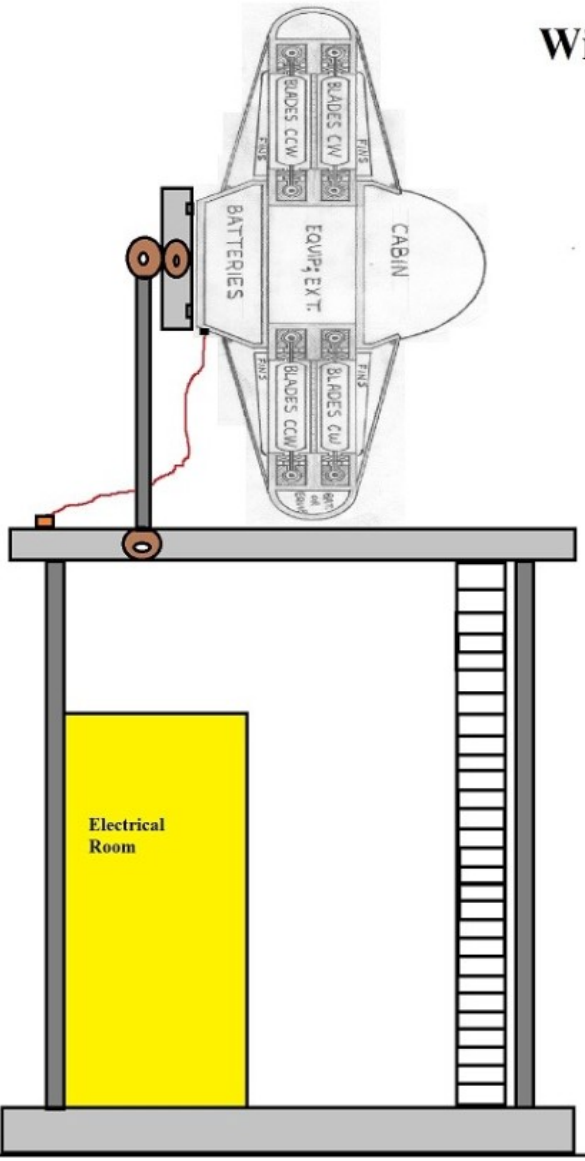
A cicada cage can be placed inside a sphere full of speakers converted into sound to electrical energy convertors. Think about how many speakers are thrown into the garbage each year. This system can be built by salvaging speakers that are tossed. This would be know as the poor man's free energy device. Yes you are correct in that it is not free energy in many peoples eye's, but so what.

Since the cicada can produce up to 108db of noise, you can insulate outside of the sphere so that the noise does not disturb your life or the life of your neighbors.

Warning

Cicada's: This invention is "Use as is"
I am not responsable for the outcome

Jay Lunke Sept. 6, 2020



Wind Generator Skycraft Combo

This Skycraft was designed with the flowthrough motor design I came up with in the 1980's. The motor in the skycraft can also be used as a generator. So when you have a pad fore the skycraft raised high enough off from ground level, you can rotate it 90 degrees and use it as a wind generator while it is being parked. The electrical room can store the electrical energy that is generated by the skycraft.

The skycraft has motor/fan assemblies that when in flight act like gyro's. Changing the speed of one gyro more than the other creates the turning movement of the craft. There are fins that dirrect the airflow that generate the forward and reverse movement. Optional side electric motors can be installed to increase the forward movement. Gaskets along with other equipment will allow this skycraft to move around under the water as well. If and when the overunity electric motors are developed, then the battery pack will not be needed on the craft. The craft is simular to a helicopter in that it is limited to operating in the atmosphere. The blades are protested from being damaged from tree branches and other objects.

Many of my designs have the motor and part of the final assembly in order to save the cost of the final product. As you can see, the motor is a part of the skycraft structure. As in electric cars, the range of this craft is limited by the size of the battery. Because this craft does not require a lrge landing strip, it can be operated in many more places than the conventional aircraft. Also being able to move from the sky to the water will bring greater adventures for the people riding in this craft.

It is posible to have several of these connected together like a train in order to move products from one location to another. This can be a good platform for moving into a new world of opertunities.

This size of the skycraft can be greatly increased. Just think if it was large enough to be your home so that when you go to work or on vacation, you bring your home with you.

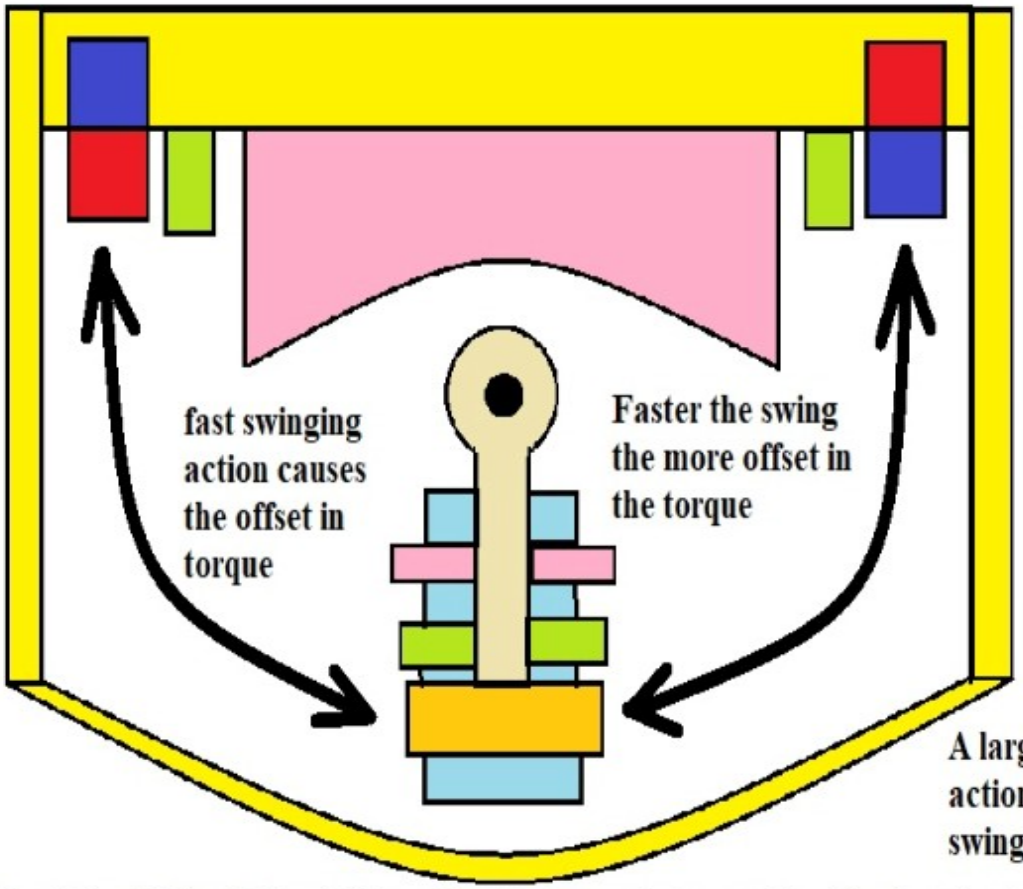
If you want to know more information on the details of the technology used in the skycraft. I have that information in the book I wrote "A free gift that may be over unity or free energy to the world"

There is a free download of version 1 on the web. I also give a free kindle version 5 times every three months. I also have it at a very low price. I want to help to create a better world for all of use. I am not looking for money but to share what I know with other people.

The Lunkster

Magnetic Pivot Drive Motor

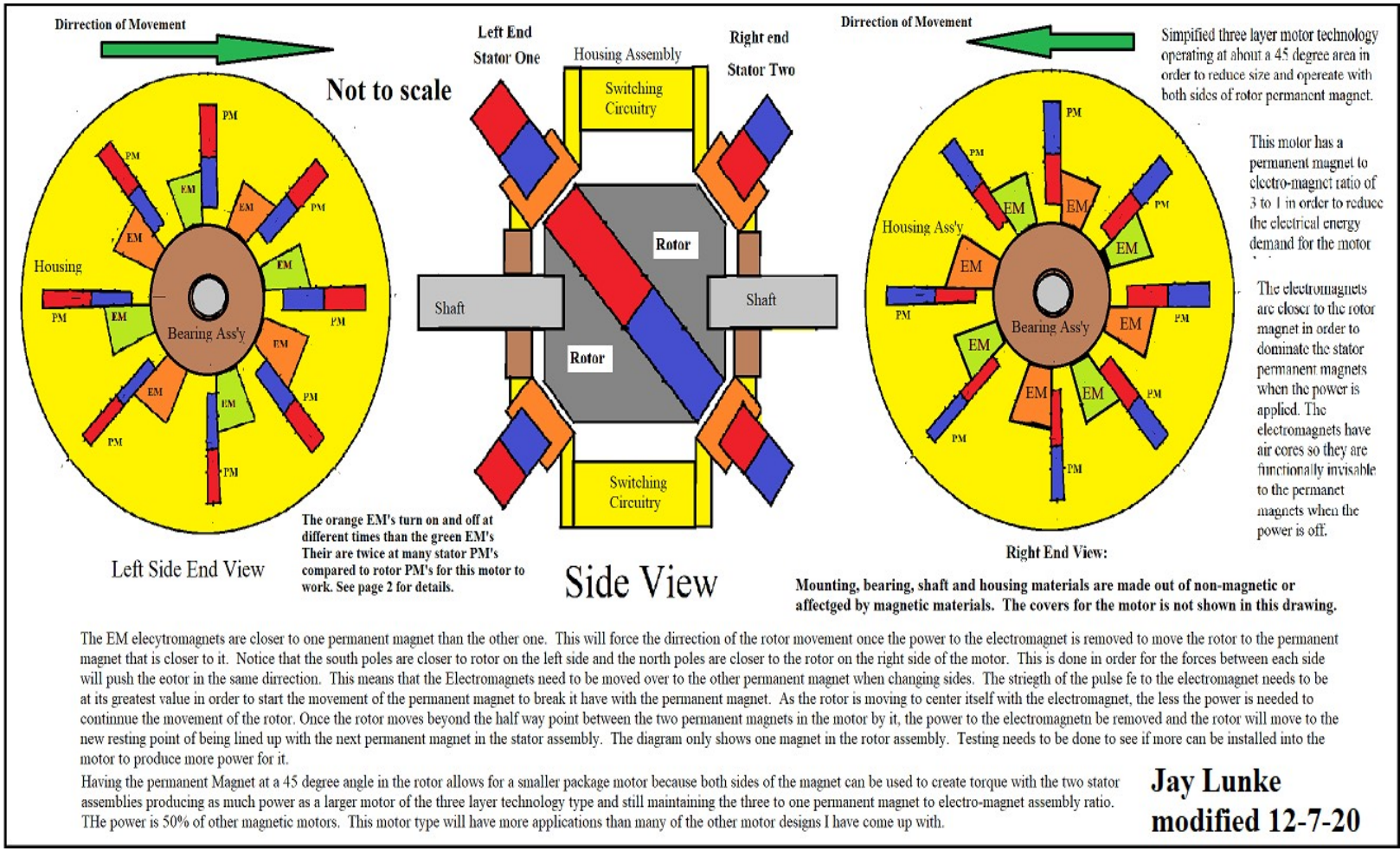
Jay Lunke April 4, 2022



- Permanent Magnet
- Electromagnet
- Bumper pads
- Electrical tracks
- Housing
- Swinging Arm
- Pivot Pin
- Weight

A large force occurs as the hammer action happens as the electromagnet swings close to the permanent magne

The "Pivot Drive Motor" is to offset the torque into one direction in order to have movement in a device without contact with another medium. Space travel, Trackless snowmobiles, Propeller less boats and many others devices can use this technology. Several of these motors can be connected to devices to increase the power of them. The torque pushing down on the pivot pin is less than the torque in the other direction.


Direction of Movement
Not to scale
Housing
Bearing Ass'y
PM
EM
Left Side End View
Left End
Stator One
Housing Assembly
Right end
Stator Two
Switching Circuitry
Rotor
Shaft
Shaft
Rotor
Switching Circuitry
Side View
Direction of Movement
Housing Ass'y
Bearing Ass'y
Right End View:
Simpified three layer motor technology operating at about a 45 degree area in order to reduce size and opereate with both sides of rotor permanent magnet.
This motor has a permanent magnet to electro-magnet ratio of 3 to 1 in order to reduce the electrical energy demand for the motor
The electromagnets are closer to the rotor magnet in order to dominate the stator permanent magnets when the power is applied. The electromagnets have air cores so they are functionally invisable to the permanet magnets when the power is off.
The orange EM's turn on and off at different times than the green EM's Their are twice at many stator PM's compared to rotor PM's for this motor to work. See page 2 for details.
Mounting, bearing, shaft and housing materials are made out of non-magnetic or affectged by magnetic materials. The covers for the motor is not shown in this drawing.

The EM elecytromagnets are closer to one permanent magnet than the other one. This will force the direction of the rotor movement once the power to the electromagnet is removed to move the rotor to the permanent magnet that is closer to it. Notice that the south poles are closer to rotor on the left side and the north poles are closer to the rotor on the right side of the motor. This is done in order for the forces between each side will push the eotor in the same direction. This means that the Electromagnets need to be moved over to the other permanent magnet when changing sides. The striegth of the pulse fe to the electromagnet needs to be at its greatest value in order to start the movement of the permanent magnet to break it have with the permanent magnet. As the rotor is moving to center itself with the electromagnet, the less the power is needed to continnue the movement of the rotor. Once the rotor moves beyond the half way point between the two permanent magnets in the motor by it, the power to the electromagnetn be removed and the rotor will move to the new resting point of being lined up with the next permanent magnet in the stator assembly. The diagram only shows one magnet in the rotor assembly. Testing needs to be done to see if more can be installed into the motor to produce more power for it.

Having the permanent Magnet at a 45 degree angle in the rotor allows for a smaller package motor because both sides of the magnet can be used to create torque with the two stator assemblies producing as much power as a larger motor of the three layer technology type and still maintaining the three to one permanent magnet to electro-magnet assembly ratio. THe power is 50% of other magnetic motors. This motor type will have more applications than many of the other motor designs I have come up with.

Jay Lunke
modified 12-7-20